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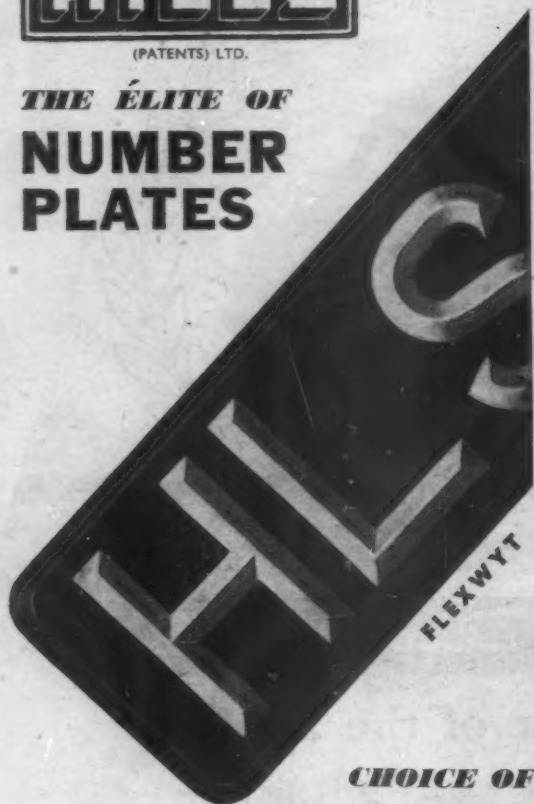


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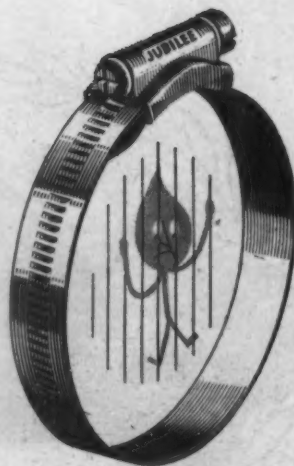
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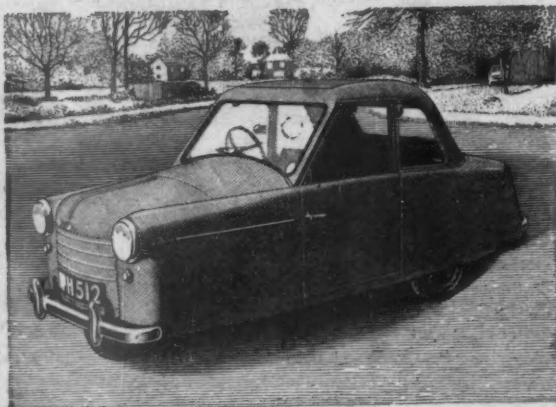
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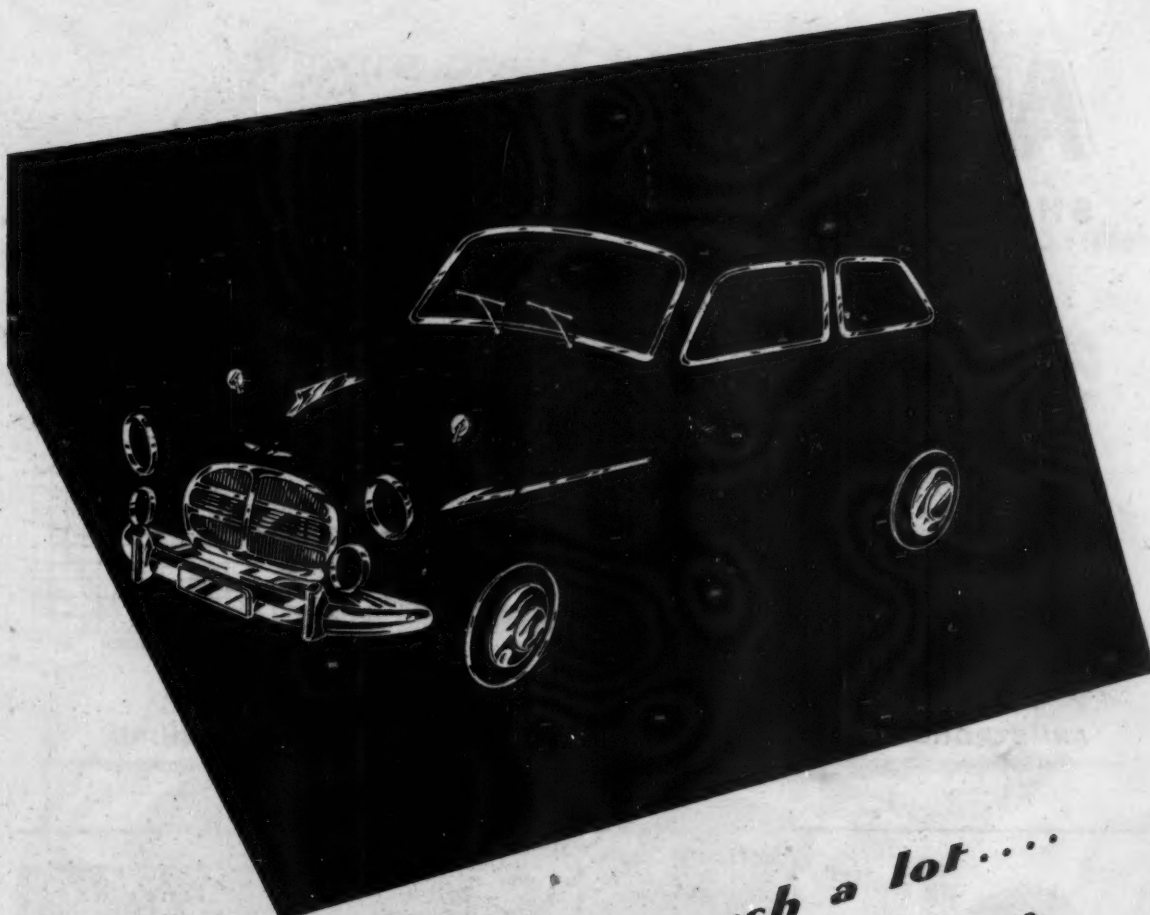
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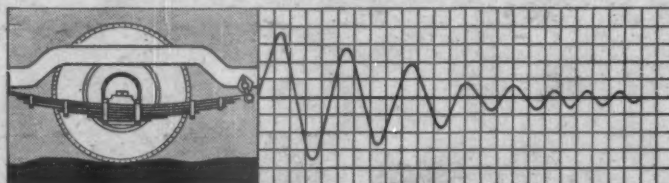
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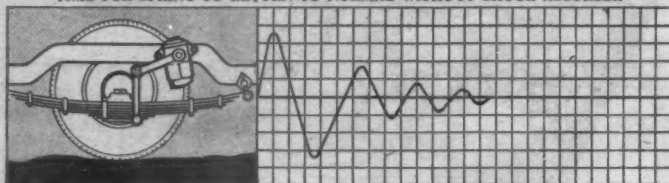
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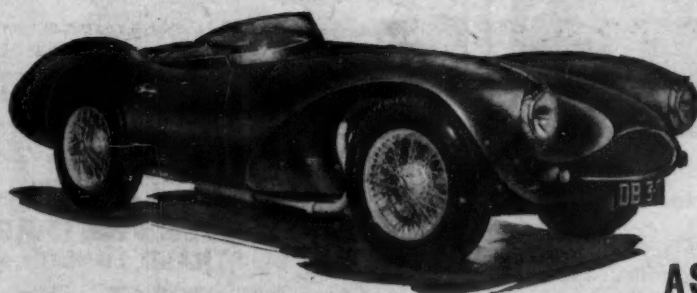
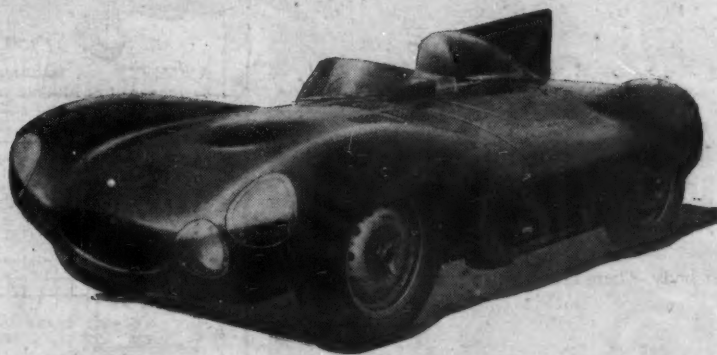
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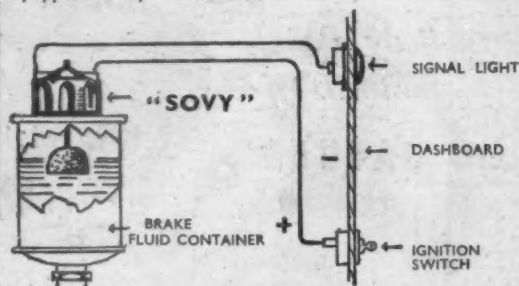
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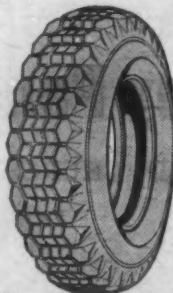
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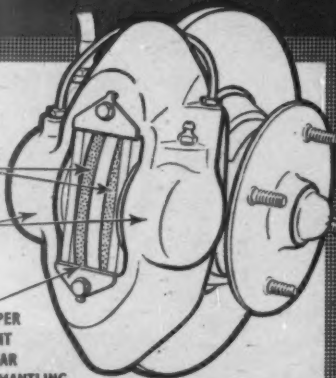


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**P**OPULAR not long ago was a song proclaiming that "Little things mean a lot," and it is one of those broad statements admirably suited to the after-dinner speech, because in almost any context it sounds reasonable, non-committal and non-controversial. In spite of its mundaneness, the phrase does carry an important message for those who make and use motor cars, and one which is apt just now.

There have been times when cars, foreign or British, got by even though they had obvious shortcomings. That was when vehicles were in great demand everywhere. Today no bad cars can succeed at all, and the purchaser is in the happy position of being able to pick and choose. There is more incentive now than at any time since the war for manufacturers to get things just right from the start, and that is what they are all trying hard to do. They no longer hesitate to face the cost and time involved in extra inspection, checking and adjustment.

Readers all over the world tell us, and we confirm by our own observations, that cars are better engineering jobs than ever before, and but for the taxes and duties in some countries, they would be better value for money, too. But there remain in most of them a few details—usually quite trivial ones—which call for attention. These are the little things which mean so much and which, unfairly yet naturally enough, assume quite disproportionate significance when one has to live with them from day to day.

We, of *The Autocar*, often find ourselves in the uncomfortable position of the two-way, sympathetic middleman. Reader McGurk in Canada writes, expressing continuing admiration for the Old Country and its products, but asks why, having paid over 3,000 dollars for his new Model X saloon, he should put up with a drip of water on his knee every time it rains, and his wife should be assailed by the smell of petrol each time the car negotiates the right-hand bend at the end of his avenue? This did not happen with last year's Super Detrolter which cost him only 2,400 dollars.

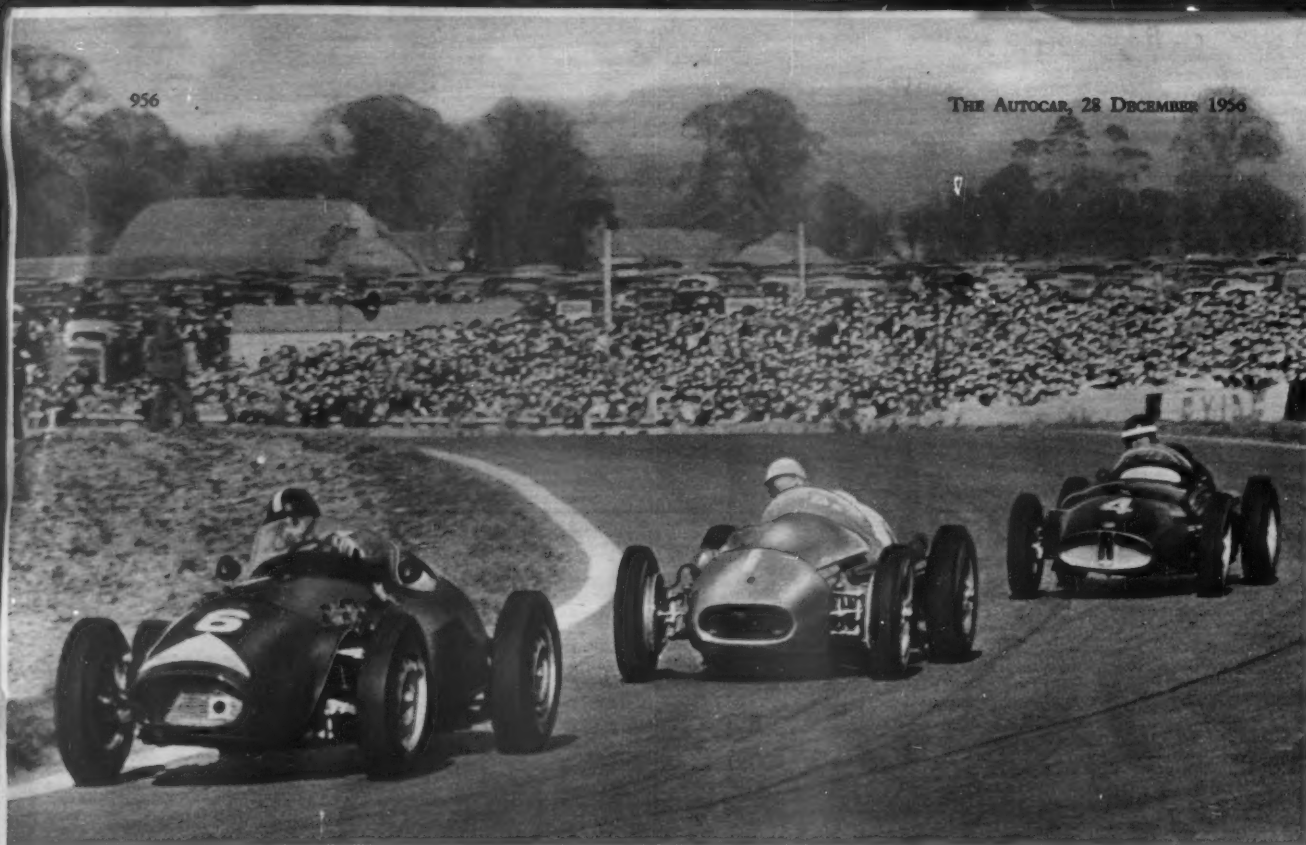
On Mr. McGurk's behalf we approach the manufacturer, who now usually painstakingly sorts through his files and confirms that the car was water and fuel checked and inspected on such and such a date. He regrets; instructs the local agent.

There has been no mention at all, it will be noted, of the Model X's attractive and comfortable new bodywork, the fine quality equipment or the lively engine and smooth transmission. The beauty of a fine car has been sullied in the eyes of a valuable, normal and not unreasonable owner for a ha'p'orth of tar (or other sealing compound) on two points.

Unjust you may say—but without a doubt true. For water leak one might read loose silencer baffle, one of the many minor misfits or again an electrical fault. All the big things are now being looked after in a commendable manner, and any faults that creep through on early production cars are quickly put right. But it is those little ones that irritate and do so much damage . . . they can no more be forgotten than the solitary mosquito inside the net.

\* \* \*

*To Scottish readers everywhere—lang may your lum reek!*



## The Sporting Year

IN EARL HOWE'S WORDS, spoken at the British Racing Drivers' Club dinner recently "There has never been a better year for British cars and drivers." At Goodwood on Easter Monday, Archie Scott-Brown demonstrated the Syracuse Connaught's great potential (above) by leading Moss' works-entered fuel-injection 250F Maserati until the Connaught broke a piston. Hawthorn's B.R.M. harried the Maserati from astern. The Connaught's promising form was to be fulfilled on several subsequent occasions during the season. Also in April, Peter Collins, driving a four-cylinder, 3½-litre Ferrari, won the Tour of Sicily (right)—beginning a year which was to see him, as one of the Ferrari team, temporarily in the lead of the World Championship of Drivers





*After leading the race from start to finish, Stirling Moss won the Monaco Grand Prix for Maserati on May 13—his second win in a grande épreuve. The B.R.M.s were non-starters, because of valve trouble, and the Vanwalls, through no fault in the cars, were involved early in the race in accidents which caused their retirement . . . Moss' signature (right) was in great demand!*



*On May 5, Moss (released by Maserati to drive for Vanwall) won the "Daily Express" Trophy Race at Silverstone, tying with Hawthorn's B.R.M. in a new lap record of 102.30 m.p.h. (1 min 43 sec). Connaughts came second and third, and the Ferraris of Fangio and Collins were non-finishers*



*On June 3, Peter Collins—continuing his race-winning form—won the Belgian Grand Prix at Spa for Ferrari, carrying off, in addition to the main award, the Sir Winston Churchill Trophy for the highest placed British finisher*





## The Sporting Year . . .

*At Rheims on July 1, Jaguars occupied first four places in the 12-hour race for sports cars between 1.5 and 3.5 litres—works cars 1st, 2nd and 3rd, and the Ecurie Ecosse entry 4th. In the French Grand Prix that followed, Harry Schell's Vanwall, for three or four glorious laps, challenged the leading Ferraris—occasionally snatching a bonnet's advantage itself. And Peter Collins scored another Grand Prix win for Ferrari*



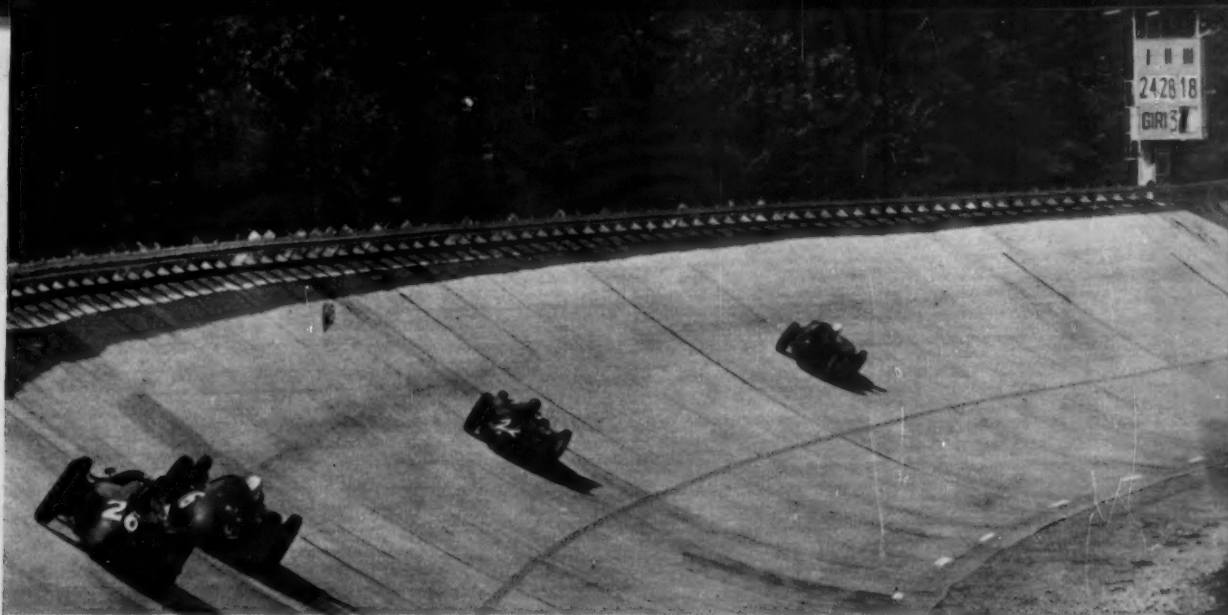
*Once again, the potential of the British G.P. cars was demonstrated—in the British G.P. at Silverstone on July 14, when, for the first eight laps, B.R.M.s (Hawthorn and Brooks) occupied first and second places. Highest placed British car in the final results, however, was Fairman's Connaught, which finished fourth*

*At a somewhat subdued Le Mans, in which the larger cars were handicapped by fuel restrictions, David Murray's privately entered Ecurie Ecosse D-type Jaguar scored a brilliant and popular victory in the hands of Ron Flockhart and Ninian Sanderson (below, left). An Aston Martin (Moss and Collins) came second*



*On August 5, scoring his third G.P. victory for the season, Fangio won the German Grand Prix at the Nurburgring. With only the European G.P. at Monza to come, he thereby practically assured himself of his fourth World Championship—despite suggestions from some quarters that the years were creeping up on him*





*In the last of the season's grandes épreuves—the European G.P. at Monza on September 2—British cars again showed up splendidly. Once more, Harry Schell's Vanwall caused consternation in the Ferrari and Maserati pits, temporarily leading the race (above) until transmission troubles put the car out . . . and Schell walked home (bottom, left). Connaughts (bottom, right), fulfilling the promise shown at Goodwood and Silverstone earlier in the year, finished third (Flockhart) and fifth (Fairman). Moss won the event in a new, experimental 250F1 Maserati*



*A significant newcomer to motor racing this season was John Cooper's Climax-engined single-seater, built to comply with next season's new formula 2. In the hands of Roy Salvadori it won the two races for which it was entered, and is shown (above) chasing Colin Chapman's Lotus sports-car at the British Grand Prix meeting. Jim Russell (right) once again became Formula 3 Champion with his Cooper-Norton*



*(A Summary of the Year's Results appears on pages 979, 980, 981.)*



# BEWARE OF THE BIRDS

*In Suffolk They Are the  
County's Pride*



"... wide, light villages with Dutch gables ..."

**W**HEN I think of Suffolk I can hear the cry of seabirds and feel the salt wind blowing over the marshes. It is a county difficult to describe, nearer to London than Bournemouth and yet uncannily flashing back in time, like the retrospective film, to a rural England which one reads about in books of the early twentieth century—*Lark Rise to Candleford*, for instance. Birds have not yet flown before the onrush of civilization, and rabbits can be seen in spite of myxomatosis. One still meets the big, bluff keeper with leather breeches and a large gun, who threatens to call the police if you disturb the partridges nesting in the bracken. No *Kursaal* has crept along from Southend to shatter the open spaces. It is as though when the sea receded from places such as Orford to leave the olive-green flats, the townsman's idea of progress ebbed away also,

leaving the country to relax in the care of local people. Part of Suffolk's attraction is the warmth of a smile as you walk into the village store.

A flat county? My answer to the blank faces which greeted announcements that we were going to Suffolk would be to show them Kersey, whose single street follows a V-shape, descending to a ford at the foot, and ascending again to the church perched at the far end, enjoying that supremacy of position which all good churches should. Honeysuckle falls in delicate yellow bushes from the gardens.

We visited Kersey on a day tour which took Lavenham in its stride. This is a town which an American tourist might say "does something to you." But it is not corny, nor do any of the county's famous places make sport of their tourist attractions. It is, indeed, no mean feat to find small gifts to bring back to the family.

The hunch-back houses lean this way and that, with a lack of regard for gravity which seems perilous to the observer. Pink-washed, timber and red brickwork making a pleasing pattern, carved beams and a church owing its largeness to wool merchants of the fifteenth and sixteenth centuries. . . . The low-pitched roofs of wood divided into squares sealed with bosses were characteristic of many.

The Swan Hotel at Lavenham is a magnificent example of whitewash and timber; it was made from three old cottages,

*Kersey, village which gave its name to a flower—a white clover, discovered in 1924*



and served its time as a posting inn. This is a Trust House, of which there are many in Suffolk, and it lived up to the reputation they have of serving a respectable meal at the reasonable cost of 6s—wine could be ordered if desired. We were staying at another Trust House, the Crown and Castle at Orford on the coast, and found it very convenient to take advantage of the meal vouchers which they provide for the use of *en pension* guests who want to make day trips. These chits could be used at any hotel owned by the company.

The sweet scent of clover and beans rose above the hedges and perfumed the lanes as we continued to the third stop, Long Melford, a street as long as its name implied, with plenty of space for parking, and contrasting vividly with other places visited that day. Melford Hall was not open so we turned the car east to enjoy the run home.

We always liked coming back to our particular corner of Suffolk, for the chestnuts, the elms and alders seemed more opulent and there was a fresh smell of bracken and pines, where plantations of conifers made dark splashes in the lighter green. Rhododendrons were in bloom.

I had been told that the roads were good, but with the exception of A12, which is a fast, main highway, I did not share my informants' wholehearted approval. The trouble with a flat district is that communication is not discouraged by physical handicaps such as mountains, and in Suffolk the network of roads and lanes is phenomenal. Naturally, this lacework leads to a lot of cross-roads, and one is always coming upon them suddenly just round a blind corner, where it is impossible to do anything more than blow the horn and hope, slowing as far as is in one's power, for it is often impossible to tell which is the major road. True, there is not much about, but a driver coming in the transverse direction might be thinking the same, and what would happen if his car got there at the same time? Some of the junctions were triangular, and comparatively safe. The B-roads and lanes were certainly quite wide, but badly engineered and often the surface was deceptively bad. I found it wise to curb the temptation to speed on empty roads until I knew them more intimately.

One of the hazards of driving, or perhaps a delight, is the frequent straying of birds and beasts on to the tarmac. Blackbirds, thrushes and chaffinches took an impish delight in hopping about in front of the wheels, taking off at the last possible moment. On two occasions field mice scuttled across, and there were rabbits, rats and geese. Once, on a road crossing the heath, a brown partridge with young chicks stepped out quite unconcernedly, and we had a grandstand view of them as they made their way delicately through the grass to gain the bracken.

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"... a magnificent example of whitewash and timber ..."



# BEWARE OF THE BIRDS

*In Suffolk They Are the  
County's Pride*



"... wide, light villages with Dutch gables ..."

**W**HEN I think of Suffolk I can hear the cry of seabirds and feel the salt wind blowing over the marshes. It is a county difficult to describe, nearer to London than Bournemouth and yet uncannily flashing back in time, like the retrospective film, to a rural England which one reads about in books of the early twentieth century—*Lark Rise to Candleford*, for instance. Birds have not yet flown before the onrush of civilization, and rabbits can be seen in spite of myxomatosis. One still meets the big, bluff keeper with leather breeches and a large gun, who threatens to call the police if you disturb the partridges nesting in the bracken. No *Kursaal* has crept along from Southend to shatter the open spaces. It is as though when the sea receded from places such as Orford to leave the olive-green flats, the townsman's idea of progress ebbed away also,

leaving the country to relax in the care of local people. Part of Suffolk's attraction is the warmth of a smile as you walk into the village store.

A flat county? My answer to the blank faces which greeted announcements that we were going to Suffolk would be to show them Kersey, whose single street follows a V-shape, descending to a ford at the foot, and ascending again to the church perched at the far end, enjoying that supremacy of position which all good churches should. Honeysuckle falls in delicate yellow bushes from the gardens.

We visited Kersey on a day tour which took Lavenham in its stride. This is a town which an American tourist might say "does something to you." But it is not corny, nor do any of the county's famous places make sport of their tourist attractions. It is, indeed, no mean feat to find small gifts to bring back to the family.

The hunch-back houses lean this way and that, with a lack of regard for gravity which seems perilous to the observer. Pink-washed, timber and red brickwork making a pleasing pattern, carved beams and a church owing its largeness to wool merchants of the fifteenth and sixteenth centuries. . . . The low-pitched roofs of wood divided into squares sealed with bosses were characteristic of many.

The Swan Hotel at Lavenham is a magnificent example of whitewash and timber; it was made from three old cottages,

*Kersey, village which gave its name to a flower—a white clover, discovered in 1924*



and served its time as a posting inn. This is a Trust House, of which there are many in Suffolk, and it lived up to the reputation they have of serving a respectable meal at the reasonable cost of 6s—wine could be ordered if desired. We were staying at another Trust House, the Crown and Castle at Orford on the coast, and found it very convenient to take advantage of the meal vouchers which they provide for the use of *en pension* guests who want to make day trips. These chits could be used at any hotel owned by the company.

The sweet scent of clover and beans rose above the hedges and perfumed the lanes as we continued to the third stop, Long Melford, a street as long as its name implied, with plenty of space for parking, and contrasting vividly with other places visited that day. Melford Hall was not open so we turned the car east to enjoy the run home.

We always liked coming back to our particular corner of Suffolk, for the chestnuts, the elms and alders seemed more opulent and there was a fresh smell of bracken and pines, where plantations of conifers made dark splashes in the lighter green. Rhododendrons were in bloom.

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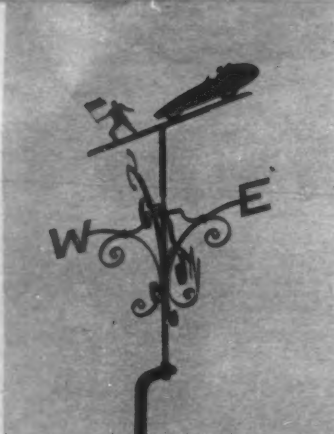
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"... a magnificent example of whitewash and timber ..."





## BEWARE OF THE BIRDS . . .

"... now adorning  
the Editor's garage  
..."

and-white bird with blue-grey legs and a long, curved bill.

You "watch" from little wooden huts called hides, where peep-holes are opened only when the outside door is closed so that the light cannot be seen through to frighten the nesting birds away. One seems very far from cars on this flat island, but it was impossible to escape the whine of jets constantly disporting and banging themselves about the Suffolk sky. There is also, the notices informed us, an entirely new kind of spider on Havergate. Existing varieties were quite enough for these two Eves, and we fervently hope we wouldn't meet it.

The district is, of course, a paradise for bird-watchers. But before advising you to go in for this occupation (normal people do, incidentally) let me retail some of the hardships likely to be involved.

You might find yourself one late evening striding diagonally across troughs of rough heathland in the vain hope of flushing up stone curlews who have a nest "over there by those poles on the sky-line". But that, in spite of the nettles, and the fear of snakes and ladders (stocking) is not the worst that can happen.

Below the heath was a meadow divided into squares by reedy dykes. Across these was a picture-book windmill, which we had several times tried to reach. The last evening we won through to the neighbouring field, and were just approaching a knot of bullocks by the stile when a brown and white one came towards us menacingly, the others dutifully falling in behind. Now we had had wine that evening, and it was dusk, but I'm sure we couldn't have mistaken their intention. Two pairs of legs changed to a particularly useless kind of jelly. In spite of that, they carried us the whole length of the field by the dyke (what a long way it was!) until we thankfully dropped over into the next field. Although we lived to tell the tale it was hardly an asset having a tale to tell, because every listener guffaws loudly and looks at us with an amused disbelief.

The places to visit from Orford are many. Framlingham is a nice little town, also with a castle, and Woodbridge quite interesting. Not far out of the latter is Bredfield, which we reached one afternoon just when the children were pouring out of school. Some of these youngsters will become apprentices later at the surviving village art of wrought iron-

work, practised locally by a family concern—S. C. Pearce and Sons, Ltd.

One of the six brothers met us at the door. We felt very honoured to see the weather vane of a racing car, atop the shed, made specially for *The Autocar's* visit and now adorning the Editor's garage. In the foundry we saw a craftsman deftly shaping red-hot metal into a spear, which would make part of, perhaps, a gate. Designs were intricate, for the panels would have to make up the correct pattern to fit the frame whose dimensions are determined by the customer's order. Eighteen men are employed, and we were impressed by the friendly atmosphere. The firm was founded in 1918, and a lot of the work is exported; we saw a weather vane, for instance, destined for British Columbia. How beautiful wrought ironwork looks in its proper setting of classical arches and cool courtyards.

For some time I had wanted to visit the Constable country, so we made our way down to the southern border via a very busy and puzzling Ipswich. It was never brilliant yellow sunshine while we were there; the light was delicate and muted the colour of earth and clouds. From the subdued background June flowers came into bright focus; poppies in the fields, lupins, mock orange blossom and roses in the gardens. With some difficulty we found Dedham, having circled round it in steep and narrow lanes for about 15 minutes. It is another of those wide, light villages and Dutch gables were much in evidence. The chimneys come down in steps. Dedham is in Essex, but we left the car there and walked across the meadows by the River Stour, back into Suffolk, to find Flatford Mill. It is only two miles or so. These were the scenes which Constable would paint, but the mill itself seemed unfamiliar and disappointing.

Perhaps I had expected too much, but this building in mottled red brick, with climbing roses and white windows, seemed too consciously pretty to be linked with the painting, and we wondered if it was the right spot. Perhaps Constable used artistic licence. It is a National Trust property, and not open to the public, being used as a centre for field studies. Fluff from the willows covered the water by the wooden bridge.

The mill is at a *cul de sac* for cars, but there is room to park nearby. A tunnel of green trees leads back to the one-way semicircle, returning eventually to East Bergholt, where Constable was born.

On the Orford common that night we watched the shafts of sunlight shoot down to earth from the cloud edges. Larks were busy fluttering above the ground, making a grand commotion. It grew darker and the bats came out to frighten us, dim winged shades zooming down the lane. The light-house out on the point flashed a regular light, and we counted three seconds between each flash. What power has an East Anglian county to weave such a spell round two strangers? Perhaps it allows room to breathe, and gives one time to do it; a convalescence for the town-dweller.

S. C.



"... fluff from  
the willows covered  
the water ..."


## "A world beater"...

Courtenay Edwards, DAILY MAIL

From the moment of its introduction, press and public have acclaimed the 2.4 litre as a Jaguar masterpiece. Powered by the famous XK engine with an output of 112 b.h.p., phenomenal acceleration is placed at the driver's command and speeds in excess of 100 m.p.h. are attainable with the ease and silence characteristic of every Jaguar. To motorists everywhere who demand a car of the highest quality and performance with compact dimensions and economical fuel consumption, the 2.4 litre Jaguar makes an irresistible appeal.



**JAGUAR**  
*Two-point-four*  
LITRE



*I'm putting  
this in at the same time...*

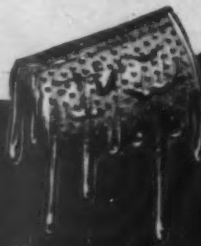
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## Autocar ROAD TESTS

No. 1621

### AUSTIN A.35 2 Door De-Luxe Saloon

The A.35 is a clever compromise in achieving four seater capacity within a very small framework. Increased all-round performance and economy will widen its appeal. Rear vision is improved by the use of a larger, curved rear window. The rear quarter lights are hinged on their leading edges to provide ventilation. Refuelling through the near-horizontal filler orifice calls for care

**A**FTER being in production for four years, the smallest Austin has grown in performance, if not in physical size. Except for detail improvements, the latest example, the A.35, closely resembles its predecessor, the A.30.

Greater power output, as a result of a slight increase in the size of the sturdy little power unit, gives the car a performance that is a match for some 1½-litre cars. What is even more important, this has not been at the cost of fuel consumption—indeed, driven for fuel consumption measurements over the same route as was used for the A.30 Austin tested three years ago, the A.35 showed an improvement of three m.p.g.

Some owners of A.30s have criticized the engine on the grounds of fussiness, and of the gear box and its third ratio; these matters have now been looked after. The engine is basically the B.M.C. A type, and is virtually the same as that fitted in the Morris Minor 1000, except that a Zenith carburettor is used in place of the Minor's S.U.

The change has added 10 m.p.h. to the maximum speed, 16 m.p.h. more in third gear and an appreciable gain in acceleration from constant speeds compared with the A.30. The tractive effort table, too, shows substantial improvement. Previously the theoretical maximum gradient climbable in top gear was 1 in 15; the new car gives a Tapley meter reading equal to 1 in 10, with a corresponding gain in third and second gears.

In some ways, small cars like the A.35 are more amusing to drive than their larger brethren. This Austin is as happy nipping along at a genuine 60 m.p.h. as it is ambling along at the legal speed in a restricted area. True, the occupants are aware that the small engine is really working for its living when higher speeds are maintained and, when the engine is pulling hard, there is some slight roughness. In spite of this, and a rather noisy transmission, the car encourages one to drive fast, and during a journey of some 250 miles, when it was pushed along as hard as circumstances permitted, the background noise never became tiresome.

The increase in cubic capacity from 800 to 948 c.c., and in compression ratio from 7.2 to 8.3 to 1, show up particularly in the car's performance in relation to larger capacity vehicles on the road. With the earlier model, a driver had to work hard to keep station in a swiftly moving traffic

stream. Now the A.35 is lively enough to hold its own, and more, with cars of greater power. It is, in fact, an ideal vehicle for commuting. Its overall width is only 4ft 7½in, and it can be parked in a space a few inches over its length.

Apart from making the use of premium grade petrol desirable, if not essential, the introduction of a higher compression ratio—a feature which is now general throughout the B.M.C. engine range—has no adverse effect on the A.35 engine. The car can be accelerated in top gear from about 12 m.p.h. without any noticeable protest. It starts from cold at once, and requires only brief initial use of the choke; the engine warms quickly and—an asset in these fuel rationing days—top gear can be engaged almost immediately.

When used on out-of-town journeys, the A.35 will settle down to steady cruising and prove itself capable of putting 40 miles into an hour quite without the driver seeming to hurry. The very useful third gear maximum enables heavy vehicles and long-distance coaches to be overhauled rapidly.

Ease of control of the car is helped, to some extent, by the new remote control gear change, which is a great improvement on the previous column change. The short, rigid lever is so placed that the driver need only make a small movement from the steering wheel to the lever. The gears are easily selected, although first proved rather elusive on occa-



Distinguishing feature of the A.35 is a larger front grille, with chromium-plated surround. The bonnet is opened by hinging forward the motif to release the main catch; there is a second safety catch inside the lid

## AUSTIN A.35 . . .

sions when starting from rest. Once on the move, the lever could be moved as fast as most drivers would wish. One comment was that the gear change was so delightful that it almost invited unnecessary use of the gear box at times. The clutch engagement was smooth and the pedal load light, and the combined effect contributed to the ease of gear changing.

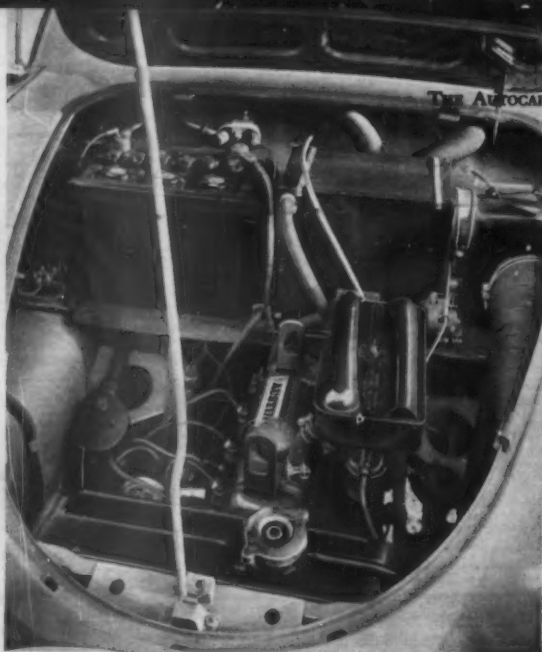
Only if the car was fully loaded was it found necessary to use first gear for starting on a level road. Otherwise second gear starts were quite normal. A stop and restart on a gradient which was estimated at 1 in 8 naturally called for first gear, but a change could be made as soon as the car was moving.

Although it is now possible to obtain higher average and top speeds with the A.35 than it was with the A.30, the braking system remains unaltered. There was no untoward difficulty in stopping the car from its maximum speed during the performance tests, but the thought did arise (as it has done on other occasions) that the increasing power output of new models should be balanced by greater braking effort. Even today, 75 m.p.h. is to be regarded as fast.

To stop or slow the A.35 from high speeds, a fairly heavy pedal pressure is required, but the brakes do take care of the car and its occupants in all normal circumstances. There was no sign of fade in arduous use, but some pulling to one side became evident when the brakes were very hot. At the front they are fully hydraulic and at the rear mechanical linkage operated by a single hydraulic cylinder. The hand brake is well placed on the outside of the driving seat; it is easy to reach and has a natural easy action and effective operation. In the "on" position it does not interfere with the driver's entry or exit.

As with most small cars, this Austin reacts to the effect of a strong wind when travelling quickly. The road holding is good; the rear-mounted stabilizing bar plays its part in restricting roll, and there is a slight degree of oversteer. The steering is light and the car responds quickly to movement of the rather large wheel. Rear seat passengers commented on the comfortable ride on nearly all roads. As a result of the short wheel base, the inequalities of a poor road surface are felt rather more than would be the case in a larger vehicle, but there is a surprising lack of pitch for a car of such proportions.

Both two- and four-door models can be distinguished from their predecessors by the excellent new large rear window. The flat windscreen is still retained, however, and thick pillars restrict the sideways visibility from the front seats. In general the vision is good, and the short, sloping bonnet and ideally mounted side lamps make the A.35 one of the



The battery and fresh air heater dwarf the 948 c.c. engine. A new type of air cleaner with twin inlets is fitted to the Zenith carburettor. The fuse unit and voltage regulator are on the right side of the bulkhead close to the battery

easiest cars to park in a small space or drive in dense traffic.

Steering column and wheel are placed at an angle which was considered comfortable by drivers of different heights. The driving seat can be adjusted in the usual manner with sliding runners, and various leg lengths can be accommodated comfortably. It is necessary to lift the passenger side seat up to release the spring clips designed to hold the seat frame in one of three positions. Both seats can be moved completely if required.

There is a reasonable amount of room for the driver's elbows when manoeuvring the car, but the door pull strap was found to be troublesome and was removed for most of the test mileage. There is plenty of room round the pedals, and their angle in relation to the floor was found to be comfortable. A wide space between the accelerator pedal and the side of the car made it difficult to steady the right leg on a journey.

The door opening is very wide, and entry to the front seats is easy; spring-loaded retaining catches for the doors would be an advantage. Front seats tilt up and forward to give access to the rear compartment, the floor of which is



Individual seats, rigid remote control gear change and adequate foot room round the pedals contribute to good driving comfort. Lights and dip switch are sensibly combined in one column-mounted lever. In the two-door saloon version, the front seats tip forward and tilt to give access to the rear compartment; seating capacity, if not generous, is adequate for four adults



divided by the propeller-shaft tunnel. Although the wheel arches protrude into the compartment, two adults have adequate comfort on the rear seat. The forward edge of the cushion is padded to give support behind the knees. Leg room is restricted if the driving seat is adjusted right back for a tall driver.

All the seats are covered in a p.v.c.-coated fabric and the trimming is well done. The head lining is of cloth. Equipment of the de-luxe model is very good for a car of its class; the full-width parcels shelf below the fascia is useful, and smokers will like the two large-capacity ashtrays.

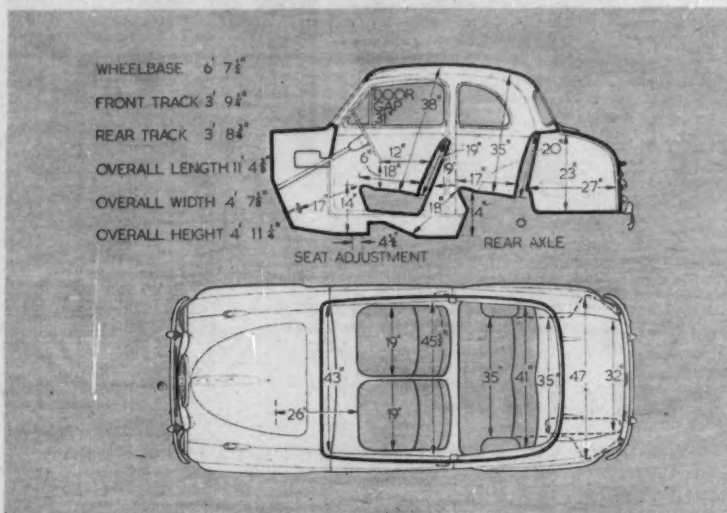
Flashing direction indicators are operated by turning a large switch mounted on the windscreen rail; why some manufacturers continue to fit non-self-cancelling indicators today we do not know. The warning light is very prominent at night. The horn button is in the centre of the wheel. Side and driving lights and dip are controlled by a neat

twist-switch mounted on the steering column. The head lights give a good beam in both positions. There is a courtesy light which comes on when either door is opened; it was thought that would be even more useful if it were controlled also by a fascia switch. The speedometer is easy to read, and the switch and starter controls are well placed. The fresh air heater, supplied as an extra, works very well indeed.

Beneath the bonnet all the auxiliaries can be reached for servicing without much difficulty. It would be an advantage if the oil lever dipstick were two inches longer. A starting handle is provided.

There is little doubt that this latest version of an outstanding small car will prove more popular than its predecessor—and that is high praise. Its economy—an outstanding feature—makes it particularly desirable where fuel is scarce and expensive.

## AUSTIN A.35 2-DOOR DE LUXE SALOON



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

### PERFORMANCE

**ACCELERATION:** from constant speeds.  
Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.55	6.42	10.8	16.51
	to 1	to 1	to 1	to 1
10-30..	11.8	7.9	5.2	—
20-40..	11.8	8.4	—	—
30-50..	13.4	10.8	—	—
40-60..	18.1	—	—	—

From rest through gears to:

M.P.H.	sec.
30 ..	6.5
50 ..	18.0
60 ..	29.4

Standing quarter mile, 23.5 sec.

**SPEEDS ON GEARS:**

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top ..	(mean) 70.1 (best) 73.5	112.2 118.3
3rd ..	44-56	71-90
2nd ..	28-34	45-55
1st ..	14-22	22-35

**TRACTION RESISTANCE:** 39 lb per ton at 10 M.P.H.

**SPEEDOMETER CORRECTION: M.P.H.**

Car speedometer: ..	10	20	30	40	50	60	70	75
True speed: ..	11	20	30	39	49	58	68	71

**TRACTION EFFORT:**

	Pull (lb per ton)	Equivalent Gradient
Top ..	220	1 in 10.1
Third ..	290	1 in 7.6
Second ..	412	1 in 5.3

**BRAKES:**

Efficiency	Pedal Pressure (lb)
91 per cent	110
88 per cent	75
53 per cent	50

**FUEL CONSUMPTION:**

41.3 m.p.g. overall for 842 miles. (6.8 litres per 100 km.).  
Approximate normal range 38-48 m.p.g. (7.4-5.9 litres per 100 km.).  
Fuel, Premium grade.

**WEATHER:** overcast, slight breeze, dry surface.

Air temperature 45 deg F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of October 12, 1956. (Previous A.30 Road Test December 4, 1953.)

### DATA

**PRICE (basic),** with two-door de luxe saloon body, £368 15s.

British purchase tax, £185 14s 6d.

Total (in Great Britain), £554 9s 6d.

Extras: Radio £25. Heater £20 5s.

**ENGINE:** Capacity 948 c.c. (57.82 cu in). Number of cylinders: 4.

Bore and stroke: 62.9 x 76 mm (2.48 x 3.00 in).

Valve gear: overhead, push rods and rockers. Compression ratio: 8.3 to 1.

B.H.P.: 24 at 4,750 r.p.m. (B.H.P. per ton laden 39.2).

Torque: 50 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 14.3.

**WEIGHT:** (with 5 gals fuel), 14½ cwt (1,588 lb)

Weight distribution (per cent): F, 56; R, 44. Laden as tested: 17½ cwt (1,938 lb).

Lb per c.c. (laden): 2.04.

**BRAKES:** Type: F, two-leading shoe; R, leading and trailing shoe.

Method of operation: F, hydraulic; R, hydraulically operated mechanical.

Drum dimensions: F, 7 in diameter; 1½ in wide. R, 7 in diameter; 1½ in wide.

Lining area: F, 30.6 sq in. R, 36.6 sq in. (77.7 sq in per ton laden).

**TYRES:** 5.20-13 in tubeless.

Pressures (lb per sq in): F, 20; R, 20 (normal). F, 20; R, 23 (full load).

**TANK CAPACITY:** 5½ Imperial gallons. Oil sump, 7 pints.

Cooling system, 8½ pints.

**TURNING CIRCLE:** 33ft (L and R). Steering wheel turns (lock to lock): 2½.

**DIMENSIONS:** Wheelbase: 6ft 7½ in. Track: F, 3ft 9½ in; R, 3ft 8½ in.

Length (overall): 11ft 4½ in. Height: 4ft 11½ in.

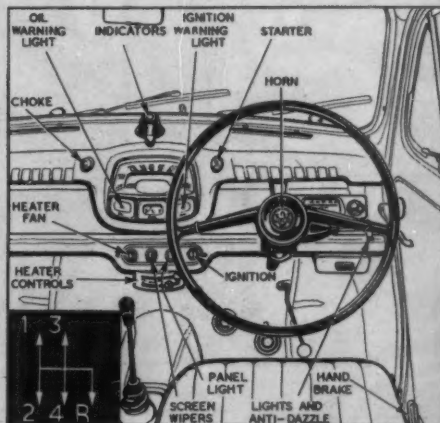
Width: 4ft 7½ in. Ground clearance: 6½ in.

Frontal area: 17 sq ft (approximately).

**ELECTRICAL SYSTEM:** 12-volt; 38 ampere-hour battery.

Head lights: Double dip; 42-36 watt bulbs.

**SUSPENSION:** Front, independent, coil springs and wishbones. Rear, half-elliptic, reverse camber leaf springs. Anti-roll bar position, rear.





Outright winner—the Wehman-Braun Saab—hides behind a cloud of condensation in the bitter weather at Smuggler's Notch, Vermont, where snow lay deep on the ground and made pass-storming extremely difficult. It is followed by the Huntley-Reider Triumph TR3, which finished fifth overall. Inset: Maurice Gatsonides (left), from Holland who drove a TR3, and Rolf Melide, from Sweden, captain of the Saab team

## Arctic Conditions

WORST-EVER WEATHER FOR GREAT AMERICAN MOUNTAIN RALLYE

**T**HIS year's Great American Mountain Rallye lived up to its tradition in every way but one. There was plenty of ice and snow, there were temperatures ranging as far down as 17 deg below zero, and there were the navigational problems for which the G.A.M.R. is famous. But tradition was

broken on one point—in the past the car that led in the road sections was never first in the final scoring, but this year a Saab 93 in the hands of Robert Wehman and Louis Braun led from start to finish.

In view of the remarkable make-up of the first 20 cars to finish, it is of interest to review the entry of 62 cars; 27 had engines of more than 2,000 c.c. However, not many of these were American cars, Jaguar topping the list with ten, followed by Austin-Healey with five, including one of the new Six models. American entries included Studebaker Golden Hawks, a Buick, Chevrolets—Corvette and otherwise—a Lincoln and a Plymouth. The American entry receiving the most attention was certainly a 1949 Chevrolet driven by two women from Sandy Hook, Connecticut, whose husbands competed in a 1957 model of the same make.

With nothing more than a wrist watch, paper and pencil the ladies got through to the end, although their final penalty score was 24,757 points (which was exceeded only by a D.K.W. with 26,103 and a Lincoln Capri with 32,893); the

winning Saab had 1,516. Even so, they managed to capture the Ladies' Award.

The remaining field, i.e., the cars under 2,000 c.c.—was made up of Porsches, Triumph TR3s, a Giulietta, a Morgan, a Ford Zephyr, an M.G. Magnette, an M.G. A, a Sunbeam Rapier, eight Volkswagens and works teams of Volvos, Renaults and Saabs.

In the early hours of November 22 this assembly was waved off the starting line in New York City at two-minute intervals by Juan Manuel Fangio, honorary starter. As in past years, the general course was that of a great loop that stretched northward through New England to the border of Maine, and westward into New Hampshire and Vermont, nearly to the Canadian border.

The first day's run terminated at St. Johnsbury, Vermont, and average speeds established for this section kept the cars on the road for about 17½ hours before reaching the St. Johnsbury control. The finishing order at the end of this first day's run was to indicate a pattern that remained throughout the Rallye. Small cars were not only holding their own but were well out ahead of the larger cars, and in fact a 748 c.c. Saab was first overall.

The second and third days' runs continued this pattern—a remarkable accomplishment in view of the road and



Robert Wehman (left) and Louis Braun, driver and navigator of the winning Saab, with the rewards of their efforts

climatic conditions encountered. The second day's run from St. Johnsbury to Lake Placid, New York, was the most rigorous of the entire Rallye. The route took the cars over both Smuggler's Notch and Lincoln Gap in Vermont—high, twisting roads already closed at this time of the year owing to ice and snow conditions. In Smuggler's Notch, particularly, the larger cars proceeded with great difficulty and many left the road. However, most of the cars managed to reach Lake Placid, although many as stragglers in the early hours of next morning. The third day's run took the cars back to New York on what was generally a very straightforward run, but one which sometimes called for maintaining an average speed of 59 miles per hour! Small cars seemed the equal of even this requirement and, when the cars were impounded that night in New York prior to regularity tests next day, seven of the first ten cars had engines of 1,500 c.c. or less. This was the order:—

1, Saab 93; 2, 4 CV Renault; 3, Jaguar XK140; 4, Volkswagen; 5, Triumph TR3; 6, Saab 93; 7, Triumph TR3; 8, Volkswagen; 9, M.G. Magnette; 10, Volkswagen.

The regularity runs which included reversing, braking and acceleration tests, were held indoors in a large armoury; they had no effect on this order of finishers, and so the 1956 G.A.M.R. ended with nearly a clear sweep for the small cars.

Six of the first ten cars to finish had engine and drive wheels at the same end of the car, i.e., Renault, Volkswagen and Porsche with rear engines and rear-wheel drive, and Saab with front engine and front drive. So also do all of these cars

have a platform-type of frame which gives them a smooth underside, apparently helpful in heavy snow conditions.

The emphasis which some manufacturers put upon winning this year's Rallye was significant. As mentioned earlier, both of the Swedish companies, Volvo and Saab, ran works teams, and the latter brought their chief test driver and well-known European rallyist, Rolf Melde, from Sweden to supervise preparation of the cars and serve as team captain. Renault and Jaguar ran works teams and Standard-Triumph brought Maurice Gatsonides over from Holland to drive a works TR3, with Steward Blodgett, last year's winner, to act as "Gatso's" navigator.

European rallyists such as Gatsonides and Melde found the G.A.M.R. at first frustrating and then fascinating, because of the rather greater emphasis it places on the navigational and timing aspects of rallying. In other words, there is less "pressing on regardless" and more twirling of knobs on computers, punching the keys of Friden calculators, and much consulting of Haldex Speed Pilots, stop watches and slide rules. Still, there were times when the European rallyists were more than pleased with the driving demands the G.A.M.R. made, and one driver said that never in his entire experience had he had to push harder than was necessary on the leg into St. Johnsbury. Certainly Gatsonides was so impressed that he often publicly expressed the hope of introducing the G.A.M.R.-type of rally to Europe.

It should be noted that the status of

the G.A.M.R. has grown by leaps and bounds, receiving far greater press and public attention this year than ever before. In part this may be due to its status as a result of being run under F.I.A. sanction, but it is probably more reflective of the widening public interest in America in European-type automobile competitions. Proof of this is evidenced by the fact that both Chevrolet and Plymouth have publicised their participation in the Rallye, something neither company would have dreamed of doing a year or two ago. And Saab, just commencing sales operations in this country, acquired, due to its win, no fewer than 14 new dealers in New England towns along the route of the Rallye.

The winning car in the G.A.M.R. receives an all-expenses paid trip to Europe for driver and navigator, and entry in the Alpine Rally, and so it will be interesting to see what the Wehman/Braun crew can do on foreign soil next year, assuming the event takes place.

#### RESULTS

##### General Classification

1, Saab 93 (Wehman/Braun); 2, Renault 4CV (MacKay/Locke); 3, Jaguar XK140 (Blackburn/Blackburn); 4, Volkswagen (Young/Pondler); 5, Triumph TR3 (Hurtley/Reider); 6, Saab 93 (Melde/Mushkin).

Factory Team Award.—1, Saab; 2, Renault; 3, Jaguar.

Up to 1,500 c.c. Touring Award.—1, Saab; 2, Renault.

Up to 1,500 c.c. Sports Award.—1, Porsche; 2, Alfa Romeo.

1,500 to 2,000 c.c. Touring Award.—1, Jaguar 2.4; 2, Ford Zephyr.

1,500 to 2,000 c.c. Sports Award.—1, Triumph TR3; 2, Triumph TR3.

Over 2,000 c.c. Touring Award.—1, Plymouth; 2, Buick.

Over 2,000 c.c. Sports Award.—1, Jaguar XK140; 2, Chevrolet Corvette.

Ladies' Award.—1, Chevrolet.

## NEW MINTEX LABORATORIES

NEW laboratories for British Belting and Asbestos, Ltd., makers of Mintex friction linings, were opened on December 6 by Professor J. B. Speakman, D.Sc., of Leeds University. Although the company is a large manufacturer of belting, three-quarters of the laboratory research is on friction linings, and the new block brings all laboratory testing under one roof. It is a striking building, fronting the Bradford-Dewsbury road just outside Cleckheaton, Yorkshire, where the main factory is situated, and employs reinforced concrete with the

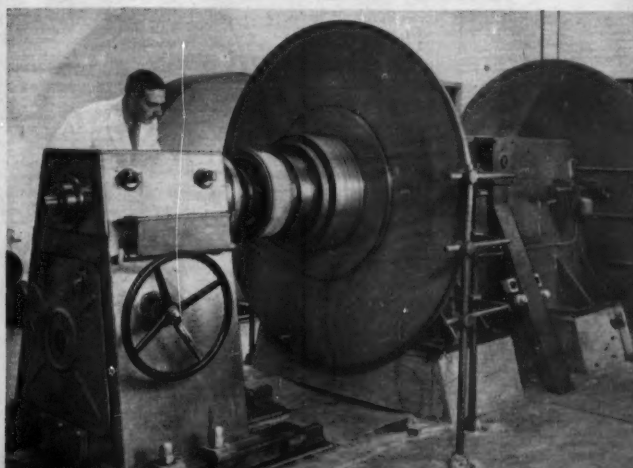
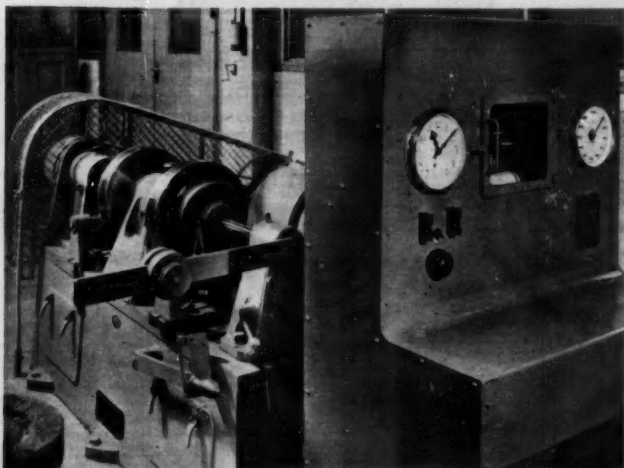
local Crosland Moor stone. Floor area is 23,600ft and frontage 240ft.

Most brake testing is done by a series of observed stops on an inertia machine in which flywheels are accelerated and then stopped again and again; several of these machines are located in the new test houses. The biggest requires a laboratory of its own and has 6ft diameter flywheels which reach a speed of 1,200 r.p.m. Other machines test for wear by constant power absorption, and there are subsidiary test machines for Laycock de-Normanville overdrive units and Borg

and Beck clutches. The bursting rig for the latter allows the clutch plate to accelerate up to 12,000 r.p.m. In other parts of the block—which is two storeys high with provision for a third—are belt testing rigs, a chemical laboratory and a pilot laboratory; the last is a works in miniature, permitting the complete manufacture of friction lining from raw material to pressing and heat-treating.

Research at British Belting is under the direction of Dr. C. G. Addingley, and laboratory work is supplemented by road testing in charge of Mr. Lionel Clegg.

Left: This clutch testing rig has two clutches on a common shaft, clutched and de-clutched five times a minute. Right: Brake linings under test: the 6ft diameter flywheels of this machine can reach a speed of 1,200 r.p.m.





# MINOR ROAD ORPHAN

By J. J. HAYTON

I AM a Minor Road Orphan—nobody cares for me. There are no sympathetic references to me in the Highway Code, and no questions asked in Parliament. How often, motoring along a fast and busy arterial road, have you passed a small side turning, where awaits a car whose trafficator indicates a hope of turning right to join the main road traffic on the other side of the road, in the foreseeable future? That lone venturer is one of us—the Minor Road Orphans. We do not expect you to stop and give way to us—that would be too much to ask—but you *could*, now and then, give us an encouraging smile or throw us an improving book with which to while away the hours.

Our road is not important enough to have traffic lights, and there is no point duty policeman to help us—only a peremptory notice which reads bleakly "Halt—Major Road Ahead." For a change it could read, with equal truth "Halt—This is a good spot to stop and eat your sandwiches" or "Halt—and if you think you are going to get to town before lunch, forget it."

Careful study of the Highway Code shows that we have *no rights at all*, since we are bound to remain stationary while there is traffic approaching along the main road—which is practically all the time. Proof that the British motorist does study the Highway Code is shown in the fact that if we dare to shove out the nose of our 1946 Ten by a fraction, the air is vibrant with blasts of righteous indignation from the Major Road Traffic.

In addition to the noise there is, of course, the *glare*, and there is nothing more galling than the devastatingly superior and outraged look of the motorist who *knows* he is in the right. Those fortunate travellers whose journey necessitates a left turn from our minor road we do not recognize as Orphans, for they slide stealthily into the stream of the main traffic, passing us with a knowing nod and a self-satisfied smirk.

Very occasionally a driver on the main road will indicate that, provided we can execute the manoeuvre in two-fifths of a second, he will be graciously pleased to allow us to pass in front of him. He is probably an Orphan from a mile or two up the road, with his own struggles still green in his memory, but his gallant gesture is usually of no avail, since the traffic on the far side makes no attempt to co-operate.

As for the car following him—well, the glare that its driver gives us both as he swerves past our would-be deliverer, automatically blocking our path, is of such malignity that it is doubtful if he will ever try to be a good Samaritan again.

Occasionally we have sought the advice of our more experienced motoring friends and they usually start by suggesting that we first buy something that could more easily be recognized as a mechanically propelled vehicle, and not as a horse bus. We

reply, patting our '46 Ten affectionately on the good head lamp, that we *have* a car, and would they please stick to the point. We then receive the infuriating suggestion that we should take another route, as though we had never thought of that! Hang it all, if one lives at a point A and works at a point B, and the only method of approach from A to B is via this plaguey minor road C, what else can one do?

Finally, they suggest, we should travel at a time when the road is clear. Well, there is a rumour that the main road is fairly free of traffic between 4 and 4.30 a.m., but unfortunately the office wherein I do my daily stint requires my services between nine and six in the daytime, whereas at four in the morning it is firmly closed against business.

So we have to resort to our own solutions. There are several which occasionally come off—if conditions are right. One is to contrive to arrive at the road junction on the offside of a large truck—preferably a fully laden tank-transporter—bound in the same direction. Not even the most indignant of the Major Road Privileged will take any chances with this monstrosity, and so we cross the road under the chaperonage of our multi-wheeled fairy-godmother. Another idea is for M.R.O.s to form parties of six vehicles or more, to venture out into the main road *en masse* with the object of hoodwinking strangers on it into believing that perhaps they are on the minor road.

Other less orthodox ideas include uprooting the "Halt" sign overnight and planting it firmly on the main road, or hiring one of those white-coated heroes (or heroines)—who plunge fearlessly into the mêlée to assist schoolchildren across the road—to wave a banner clearly marked "Stop—Minor Road Orphans Crossing." Realizing that those ideas might not be too kindly received by the authorities, and certainly not by our friend the Glare, one Orphan conceived a scheme which was little short of genius. He organized a petition—himself accounting for two thousand entirely different signatures—for a zebra crossing on the main road near the junction with the minor one. All we had to do, he explained, was to carry a passenger, drop him at the junction and, while he walked slowly across the road with suitable stops to adjust his shoelaces, thereby holding up the traffic in both directions—even the Glare has a respect for zebras—we would cross the main road.

We should not be popular, of course, with the Major Road Privileged—always quick to see through these ruses—but we should be in a position, at least, to present them with a *fait accompli*. Assuming the passenger was still alive, or providing he had not turned traitor by thumbing a lift from one of the M.R.P. and abandoning us, then we should pick him up on the other side of the main road.

Whether the local council was confused by the receipt of a petition of five thousand names from a known local population of six hundred we do not know, but the fact is that the zebra *did* appear in due course—but right across the top of the *minor* road, so that all it served to do was to increase our own hazards!

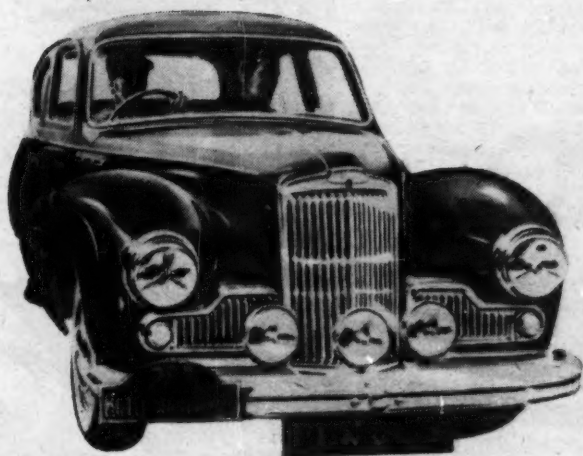
More experienced drivers than myself have been baffled by this problem, so I offer no permanent answer but would like to report one Orphan's solution. "You're not venturesome enough" said George, an Orphan of some weeks' standing. "Providing you don't drive actually under somebody's wheels the best thing is to get out there. When they see you they've got to stop. It's human nature. You watch me." Well, we shall not know if George has helped the Orphans' cause or whether he has altered views on human nature—not until his case comes up next Thursday!



# SUNBEAM

**A unique record of performance and reliability . . .**

Where performance and reliability are called for, you'll find Sunbeam leading the field. Here are some of the outstanding successes achieved by Sunbeam cars in major international events during the last four years:—



## 1953 Monte Carlo Rally

*Team Prize (Charles Faroux Trophy)*

### Alpine Rally

*4 Coupe des Alpes  
Coupe des Dames*

### Great American Mountain Rally

*Team Prize*

### R.A.C. Rally

*Coupe des Dames*

## 1954 Monte Carlo Rally

*Team Prize (Charles Faroux Trophy)*

### Alpine Rally

*Gold Cup and Coupe des Dames*

### Tulip Rally

*Coupe des Dames*

### Geneva Rally

*Coupe des Dames*

### Viking Rally

*Coupe des Dames*



## 1955 Monte Carlo Rally

*Outright Winner*

*Coupe des Dames*

*L'Equipe Cup (Best three cars of same make)*

### R.A.C. Rally

*Coupe des Dames*

## 1956 Monte Carlo Rally

*Team Prize (won for third time)*

*—Outright win Charles Faroux Trophy*

### MILLE MIGLIA

*1st and 2nd Classifica Gruppo*

*Vetture di Serie Speciale Classe*

*1,600 c.c. Achieved by the new Sunbeam Rapier competing in its first international event. Two cars entered, two cars placed.*

### Tulip Rally

*1st (1,300-1,600 c.c. Class)*

*Sunbeam Rapier. Four cars entered and finished in first nine.*

### Alpine Rally

*(Series Production Touring Cars)*

*1st—Irrrespective of Class*

*1st—2,000-2,600 c.c. Class*

*1st—1,300-1,600 c.c. Class*



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\*Quote letters and numerals on Float Chamber or rim of air intake if a Solex

## Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawings

### Ashes Away

NOT long ago I said the ideal ash-tray would communicate with a tube which sucked away all ash and fumes to the underside of the car; it would never need emptying. A Chicago reader sends me a cutting from the catalogue of the Whitney company, of unknown address:

"The driver-smoker's problem of what to do with cigarette stubs has been solved. You just lay the stub on the tray—touch a button on side of tray—the stub vanishes, along with all ash and tobacco. Vacuum power has snatched it through a tube into a glass container under the hood, where continual vacuum in the container constantly extinguishes every spark. In average use, container need be emptied only four times a year."

In his Jaguar, he adds, he lined a cigar box with metal and placed it on runners under the fascia. Its immense size is an asset when used as an ash-tray.

I take a remote view of another accessory in the catalogue page—chromium-plated water outlets for customizing Ford and Mercury engines. We have quite enough chromium.



Virtues of the older method

### Audible Illusions

IN my youth I bought for £20 a large Crossley 1926 tourer. Sauntering in the country, it loafed along with a honkle, bonkle, bonkle which sounded exactly like the local brand of bus. At night, there used to be a great picking up of shopping baskets, roping in of kids, and formation of queues when I came along.

I rather miss this vehicle. Its colour was Army khaki, its styling and construction strictly Royal Navy. In London, the compensation for a Queen Mary turning circle was wings of  $\frac{1}{4}$  in boiler plate and a designer who scorned bumpers. In Wales, its vast wheels used to wind it up tracks which nowadays I dare not attempt. It holds my record for going West. Its maximum was 70 m.p.h., but that was the cruising speed, too. The honkle-bonkle of the old engine was perhaps a shade quicker than in the lanes, but not a gabble.

The four-wheel Perrot brakes (with the long wheelbase and 50-50 weight distribution) were of today's best stan-

dards. Owing to the then cobbles and potholes of Manchester—home town of the makers—the springs were long and soft. Bounce was restrained by an odd kind of damper called Gabriel Snubbers—an arrangement of friction tape and drums. There was some judder in emergency stops, I must admit, followed inevitably by breakdown with a choked carburettor. The judder put into circulation all the alluvia, dead cats and old boots at the bottom of the petrol tank. But the jet screwdriver was the only tool needed.

What a villain I was to sell it to the local garage, who adapted it as a breakdown lorry to haul in lesser vehicles. Down to the last nut and washer, this old battleship had been built by white-bearded craftsmen who remembered Mr. Brunel, and that foreign gentleman—Senior Leonardo Vincy, they thought it was. They were ruled by Elders of the Guild. Shop-stewards had not then been invented. Apprentices who forgot to polish a nut after fitting it, to remove possible spanner marks, were beaten with axleshafts and ducked in the Manchester Ship Canal before dismissal.

### Over My Shoulder

NOW I have worked myself into a dreadful state of nostalgia. Either Crossley (who now make buses only) or any Vintage enthusiast who has a side-valve 3-litre tourer. . . . "Give us a ride, Mister, please! I'll be ever so good."

But I might notice the lack of the conveniences of a modern car.

When it rained, I had to crouch down behind the Crossley's windscreen and press on regardless. A number of labourers were required—skilled ones, too—to put up the amazing arrangement of quarrelling scissors geometry that called itself a hood. The only time I got it up when my father, brother, mother, family gardener and boy were not around was when I stopped under a tree where two A.A. scouts were in conversation with ten roadmenders and a policeman. Nowadays, a fascia button, a discreet whirr. . . .

### Spontaneous Combustion

SOME people viewed with reserve an advertisement's claim that because a certain anti-freeze was used on a record attempt, there was never any starting trouble, even in sub-zero temperatures.

I had known that anti-freeze prevented engines cracking, but had not thought it generated heat. It might, I suppose, if it was enjoying a violent chemical action with the metal.



The chemical start

### Hot Brick

THAT reminds me that nobody has invented an interior heater for cars which cuts out those chilly miles in which the heater is not working, because the water is not yet hot. Some sort of thermal brick, heated in the house or from the garage's electricity supply, and pouring out warm air when its insulated case was opened, would be a luxury. If a garage has mains electricity, of course, it is possible to have one of those heaters which keep fire engines and ambulances at running temperature while they wait for a call. It could be wired so that it was switched on from the hall, some time before departure, or by time switch at a suitable interval before one's usual down-with-the-last-cup and away



. . . and away

### They Know Us

THERE is in the *Motor Trader*, a sister journal of ours, a neat little article telling garagemen what they can do to advise their customers on more efficient tuning and driving to save fuel. It concludes on a business-like note:

"We need have no fear that by advising economy we shall eventually cut our own throats. As soon as the petrol shortage ends, the motorists will soon fall back. . . ."

Too true, alas! Did not Mr. Colman say that his fortune was not made from the mustard people ate, but from what they left on the sides of their plates?



OPENING CEREMONY on the Great West Road: Mrs. Brentwich, chairman of the L.C.C., cuts the tape to open the new section of the Cromwell Road extension of the Great West Road to eastbound traffic. When completed, the £2½ million scheme will have two three-lane carriageways

#### "100 m.p.h. Roads Now"

LORD FORBES, premier Baron of Scotland, declared in the House of Lords a few days ago that Britain should plan now roads to give motorists complete safety at 100 m.p.h. instead of 50 m.p.h. Until all trunk roads had been made capable of carrying the cars of tomorrow, only maintenance and absolutely vital improvement work should be carried out on the country's Class 1 roads, he said.

#### Crisis Impending

AS chairman of the Standard Motor Company, Lord Tedder gave a grave warning of crisis at the annual general meeting of the company. "Unless the Government are willing to find some immediate way of relieving the burdens so as to allow the industry to maintain a reasonable level of production and sales," he said, "one can see no prospect whatever of maintaining exports, and every prospect of the whole industry being involved at a very early date in a dangerous crisis."

Petrol rationing and taxation had hit exports by cutting down the volume of car production which was, he said, a determining factor in prices.

#### Soviet Green for Safety

THE banning of the sounding of car horns in Moscow two months ago is said to have resulted in a drop in the number of street accidents, but traffic control experts in the Soviet capital are satisfied that more can be done to reduce accidents to a minimum.

Describing some of the steps now being taken, L. Malov, head of the Moscow Traffic Control Department, spoke of the decorative wooden or metal railings which are being tried out on one busy square, to prevent pedestrians from crossing at particularly dangerous places; he added that it was early yet to express an opinion on their usefulness.

"There is also another way of solving the problem," Mr. Malov went on.

"This is to plant 'green verges' in busy streets—a solid hedge of bushes and trees along the pavements to stop pedestrians crossing at the wrong spots." This would help also, he added, in providing more greenery in the city.

Green verges of this type have already been planted in one of Moscow's busiest thoroughfares, and other similar leafy barriers are planned.

#### French Redundancies

AS a result of the petrol rationing and the new French car tax, Simca have dismissed some 1,000 workers temporarily from their Poissy works which manufactures the Vedette.

President of the Renault company, M. Pierre Dreyfus, has said that despite the petrol shortage he foresaw no lay-offs or short-time in Renault factories. He added that the Renault Dauphine was selling well on the home market, and that production was to be increased.

#### THE YEAR'S ROAD TESTS

A LIST of road tests carried out by *The Autocar* during the past six months is published in the last issue of each month. In this last issue of the year the list covers all the tests performed during 1956.

##### January

- 13 Lagonda 3-litre
- 20 Rover 90

##### February

- 10 Ford Thunderbird

##### March

- 16 Humber Hawk estate car
- 23 Plymouth Savoy

##### April

- 6 Nash Rambler station wagon
- 13 Ford Zephyr II
- 20 Sunbeam Rapier
- 27 Morris Isis

##### May

- 4 Porsche 1600
- 11 Jaguar Mk. VII M (automatic transmission)
- 25 Paramount Roadster

##### June

- 1 B.M.W. 501 (8-cylinder)
- 8 Packard Clipper Custom

## NEWS AND

#### Petrol for Touring Abroad

BRITISH tourists going to France by car for winter sports or other holidays can obtain coupons for up to 200 litres (44 gallons) at the port of arrival, and should they run out they may obtain further coupons from the nearest Préfecture. Daily purchases of fuel are restricted to 20 litres (4.4 gall.) however.

There are as yet adequate supplies in Germany, Italy, Luxembourg, Switzerland, Spain, Portugal, Norway and Austria. In Sweden most garages are selling two or three gallons to each customer. In Holland, where no petrol stations are open on Sundays, there is stated to be enough to go round on weekdays. There is no rationing in Belgium, although supplies are short, but a tourist can get his tank replenished in most parts of the country. Throughout Belgium a 70 k.p.h. (43 m.p.h.) speed limit is in force to ensure economical use of fuel.

#### Standard Fines

UNDER the direction of the city's senior magistrate, Wellington, New Zealand, magistrates' court has instituted a system of dealing with traffic prosecutions by standard fines. Offenders are allowed 14 days to plead guilty and forward a standard fine, or have the case heard before a magistrate in the usual way. Some typical fines imposed are: overparking in a metered area, 10s; parking in a prohibited area, £1 10s; stopping in a prohibited area, £2.

#### Map Now Complete

THE two final sheets of the Royal Automobile Club's new motoring map of Great Britain are ready, and the coverage of Great Britain is now complete. Mentioned in *The Autocar* last week, the map costs 3s per sheet from the R.A.C., 83, Pall Mall, London, S.W.1. There are eight sheets, the first six of which were issued last year. The scale is six miles to the inch, and the folded size is 10in by 4½in (unfolded, 20in by 33in). The map is printed by John Bartholomew and Son, in six colours.

- 15 Ford Consul II
- 22 Austin A.105
- 29 Simca Elysée

##### July

- 6 A.C. Aceca
- 13 Rover 60
- 20 Ford Taunus 15 M
- 27 Hillman New Minx de luxe

##### August

- 10 Riley Pathfinder
- 31 Standard Vanguard Sportsman

##### September

- 7 Volvo PV 444 Californa
- 14 Morgan 4-4 Series II
- 21 Jaguar 2.4

##### October

- 5 Armstrong Siddeley Sapphire 234

##### November

- 2 Austin-Healey 100 Six
- 9 Singer Gazelle
- 16 Renault Dauphine
- 23 Saab 93
- 30 Lotus II Le Mans

##### December

- 7 Citroën DS 19
- 14 Morris Minor 1000
- 21 Bentley S Continental
- 28 Austin A.35

# VIEWS

## No Changes from Normal

IN spite of petrol rationing, say the Automobile Association, Continental travel bookings for 1957 are not suffering to the extent anticipated. Almost 400 applications for foreign travel documents were received by the A.A. during the week immediately before rationing started.

The A.A. also state that during the period of petrol rationing their road and radio patrol services will be maintained on a fully operational basis throughout the country by day and night, within the limit allowed by rationing. A spokesman said: "The A.A. nation-wide radio-control system ensures operation with the minimum use of petrol, as patrols can stand by until called by radio to go to the assistance of a member."



DIRECTOR of Vauxhall Motors, Ltd., Mr. R. H. Batchelor, is to retire at the end of the year. He has been with the company for 37 years, and was appointed to the board as export director in 1949

## Manchester Ring Road

CONSTRUCTION of seven miles\* of motorway from Stretford to Worsley—part of the Manchester outer ring road—is expected to start next spring. It will be a restricted access road with a limited number of two-level junctions; it will go over existing main roads and will be connected to them. A new high-level bridge is to replace the existing Barton swing bridge over the Ship Canal, which is a notorious bottle neck. Estimated cost is £5 million for the scheme, which has been confirmed by the Minister of Transport.

## Italo-Swiss Road Planned

SOME Swiss and Italian syndicates have signed a convention at Turin which provides for the construction of a road tunnel under the Great St. Bernard. Detailed plans for the piercing of the tunnel—which will be approximately four miles long—have been submitted to the respective governments. The present Great St. Bernard Col is passable for only three or four months in the year. The cost of construction is planned to be recovered by toll charges.

## Cheating the Ration

ALTHOUGH petrol coupons are not transferable, many motorists are thinking of purchasing a second, smaller vehicle for local use, primarily because the ration favours them. Next week's issue of *The Autocar* will contain an illustrated review of vehicles in this class which are on the market.

In particular, prices and fuel consumption expectations based on material provided by our associated journal *The Motor Cycle* will be given.

The full complement of regular features will be supported by a road test of the Jaguar Mark VIII with automatic transmission, and advice on the use of economy devices. The first number of the new year, this issue will be on sale on Friday, January 4.

## Used Car Values

THE following is a selection of prices for used cars which were realized at the sale last week of Southern Counties Car Auctions, Ltd.

Car	Date	Price £
Austin 8	July 1939	115
Austin A.30	Oct. 1954	397½
Austin A.40	Aug. 1949	230
Austin A.40	June 1954	382
Austin A.70 Hereford	July 1953	345
Austin A.90 Westminster	Apr. 1955	505
Ford 8	Mar. 1938	107½
Ford Popular	Dec. 1953	247½
Ford Anglia II	May 1956	430
Ford Prefect II	Mar. 1955	407½
Ford Consul I	May 1953	370
Ford Consul I	Aug. 1955	442½
Ford Zephyr I	June 1953	360
Hillman Minx Mk. V	Oct. 1952	307½
Hillman Minx Mk. VIII	Apr. 1955	465
Morris Minor	Jan. 1953	360
Morris Oxford I	May 1952	330
Renault 750	Mar. 1955	430
Triumph Roadster 2000	June 1949	245

## CAR GIFT FOR NON-DRIVER

THREE competitors tied for the prize in the *Daily Mail's* Motor Show competition for an Aston Martin Superleggera Spyder, and an eliminating contest was arranged. Mr. Alexander Smith, an apprentice joiner, of Crail, Fifeshire, won the competition by submitting the best slogan: "Who said a Spyder couldn't fly?"

His entry cost 11s, and the car he wins

## Extra Tax Protest

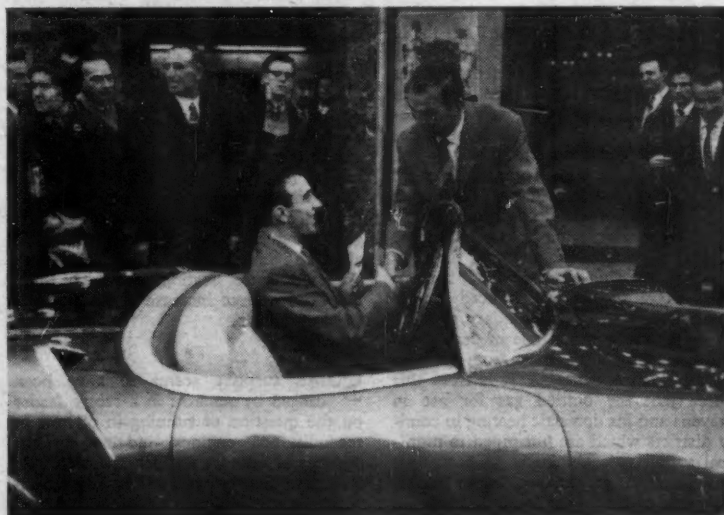
THE General Council of the Trades Union Congress, protesting against the extra shilling tax on petrol, condemned "the encouragement given to firms to pass on the increased tax to the public." The Council declared that some firms were using the extra tax as an excuse to make unjustified increases in their prices; this could bring a general rise in the cost of living and give a further upward twist to the inflationary spiral.

## Weather at a Glance

NORTHERN motorists, who become increasingly concerned in the weather at this time of the year, have benefited by a new service. Weather maps, based on R.A.C. information, are now broadcast by the Granada TV network on Channels 9 and 10.

The broadcasts take place three times during the day—at three minutes to the hours of 4, 7 and 11 p.m. There are four different maps to cover a similar number of zones—zone 1, north-west; zone 2, north-east; zone 3, south-west; and zone 4, south-east. Each map shows Manchester in one corner, and the TV range is 70 miles, with a booster for the Yorkshire area. Motorists requiring additional information are invited to get in touch with any R.A.C. office.

Information is supplied by the road patrols to 15 collection centres, where superintendents and senior patrols collate it and telephone it to the head northern office, at 135, Dickenson Road, Manchester. Additionally, there are various control points from which headquarters can verify the state of the weather. The maps are corrected as necessary.



STANLEY BAKER, star in the film *Checkpoint*, hands over the *Daily Mail* prize to Mr. Smith, seated in his Aston Superleggera Spyder—which has left-hand drive

## TECHNICAL TOPICS

### Running Out of Fuel:

### Running-in of Engines

**I**F the present crisis has highlighted our growing dependence on Middle East oil, it has emphasized also the need for a much more vigorous investigation and co-ordination of policy on the sources of primary energy.

Arising from this country's inability adequately to extract the one source of energy of which there is an abundance beneath our own land, there has been a considerable change over from coal to oil for industrial purposes. It could well be that the time has now come when a further look into the implications of this policy is necessary. It is not to be assumed that by reversing the policy of using oil for industrial purposes, a greater quantity of petrol can be made available. There are steps which can be taken, however, to ensure a more balanced use of primary fuels. Some of these alternatives are, of necessity, a long-term policy, but if the industrial life of this country is not to be upset by the political instabilities of the Middle East, they must be faced and future plans made accordingly.

There is no foreseeable substitute for petrol on the horizon, in sufficient quantities to meet the needs of the continually expanding automobile industry. Alternative fuels are possible, but their production often depends on an increased yield of petrol of which they are by-products.

#### Butane and Propane

The most useful of these alternative fuels are the liquid petroleum gases—a combination of hydro-carbons known as butane, propane, or mixtures of them. Their advantages are that under relatively low pressures and at normal temperatures they can be transported and stored in liquid form, but when released at atmospheric pressures and normal temperatures they vaporize and can be handled as a gas. The main source of L.P. gas is the crude oil gas mixtures as they emerge from wells of naturally produced oil and gas. In the oil producing regions they can often be an embarrassment, for although they are used in processing at an oil field, there is still a large surplus which needs to be burned off to waste. Secondary supplies are produced in the course of certain refining processes, resulting from the recycling of natural gases. It is from this source that the bottled gas for use in caravans and for domestic heating in country districts which are not piped to municipal supplies, is obtained.

In America, particularly where the oil fields and refineries are located, there has been an increasing use of these L.P.G. fuels for commercial vehicles. One disadvantage is the need for storage vessels

which must withstand a pressure of between 2,500 and 3,000 lb sq in. If there was a widespread use of these gases in this country, the steel industry would be severely taxed to meet the demand for bulk storage and car tankage.

As the boiling point for these fuels is only a little above 32 deg F, a heat exchanger is required for vaporization and, therefore, in very cold climatic conditions some form of pre-heat would be necessary for initial starting. Once the fuel is vaporized the necessary regulators and carburation are not complicated. The fuels have a very high anti-knock rating (well beyond an equivalent 100 octane), which enables compression ratios of 11 or 12 to 1 to be used. If full advantage can be taken of these properties, fuel consumptions are better than with petrol. There are secondary advantages in the fact that distribution is better between cylinders and the engines run much cleaner, as there is no build-up of carbon.

In order to conserve fuel supplies, there would appear to be advantages in a wider application of these fuels to stationary engines, mine locomotives, tractors and the railways, where the problems of storage can be solved more easily.

Road transport is dependent upon a fuel which is stable over a wide range of conditions, and it is difficult to see any alternative to petrol or diesel oil. By a thorough investigation into the alternatives where mobility is not so important, much could be done to conserve this essential commodity. In these future calculations the possibilities of generation of power by nuclear energy must not be overlooked. It is submitted that the policy of changing over the railways from coal burning to oil-burning locomotives is a retrograde step, in the light of the present and future oil situation. A long-term view in this field should be one of electrification, with the power obtained from a greatly expanded programme of nuclear generating stations. This source should also be developed for industrial and domestic space heating, in which there has been a large increase of oil usage in the last decade.

\* \* \*

**S**OME surprise seems to have been caused by remarks in a recent leader on the question of running-in of new or reconditioned engines, judging by the number of enquiries which followed. At least one manufacturer no longer recommends any running-in period with a new car, and it is quite probable that there will be a widespread adoption of this practice in the future.

There are many factors affecting this problem, but the two main ones are those concerned with plain bearings and cylinder bores. In the days of hand-fitted bearings, which in spite of the fitters' skill were a series of high spots, running-in was essential. The change here has been brought about by the almost universal adoption of the thin-wall bearing, in conjunction with better know-how on the design of crankcases to ensure absolute rigidity.

It is no longer necessary to build engines with tight bearings, running on a series of humps which need to be carefully removed and smoothed down before the normal running clearance is obtained. With a modern engine it is possible to fit the crankshaft into its bearings and, when the caps are tightened in position, it will spin almost as freely as if it were on rollers, which is one of the reasons why modern racing cars rarely use a roller bearing crankshaft assembly.

I think the definition of the thin-wall bearing is not out of place in this context, for it has become so universally accepted that its properties are often overlooked.

A thin-wall bearing liner is one in which the wall thickness is sufficiently small for the geometrical truth of the working surfaces to depend on the accuracy of the housing.

Some years ago a leading American manufacturer made great claims for the very smooth cylinder bores used in production at that time, on the score that friction and wear were reduced. It did not take very long to discover that severe ring scuffing occurred, to such an extent that the rings wore out in a few hundred miles, accompanied by severe over-oiling troubles.

Modern experience shows that a dead smooth bore is undesirable to obtain good bedding in the initial stages. The object of running-in is to bed the mating surfaces as quickly as possible, reduce local high spots and provide a work-hardened surface. This is particularly important where chrome-plated compression rings are used. It is also one of the reasons why oil consumptions often are not improved when new rings are fitted to an old bore. To overcome this particular problem, Hepworth and Grandage recommend a controlled roughening up and have evolved what they term a "glaze buster" for this purpose.

The greatest harm is done if the engine is allowed to pull hard under heavy loads when oil flow from the bearings is at a minimum. No harm will be done if the speeds are high and the throttle openings low.

H. M.

Clearly, the driver of this van did not look at his driving mirror before opening the door of his van



## Methods of the Experts

### Part 9: ROAD MANNERS

By the staff of "The Autocar"

**T**HE nicest unskilled driver sometimes takes you by surprise; the skilled driver, even when he is hogging you, never does." This is the opinion of a man of great experience, put forward in a recent discussion on driving manners; it seems to sum the situation up fairly.

The accent is on this business of doing something which other road users could not reasonably be expected to anticipate and, above all, doing it without signalling one's intentions beforehand. Early indications of proposed actions make for good feeling and tolerance on the roads. After all, even if an action is stupid or unwise, it loses a great deal of its inconvenience and danger if other road users are given ample warning. And, of course, the knack of anticipating the actions of other road users helps a great deal, too.

The expert, for example, keeping an eye on his driving mirror, may observe a fast sports car in the distance behind him. A well-defined movement of his car towards the left verge,

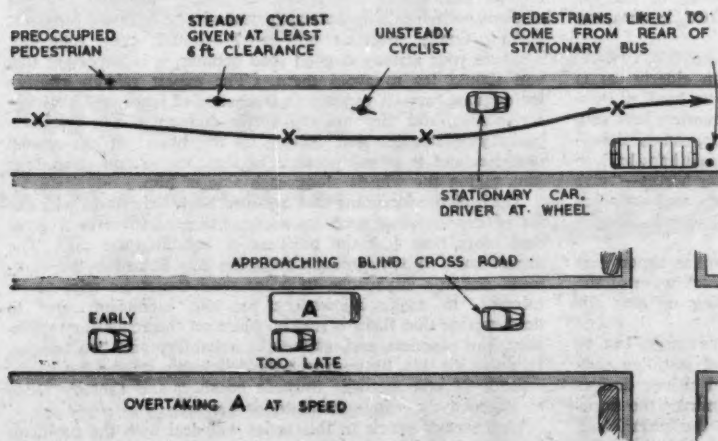
accompanied by an "I am ready to be overtaken" signal (if the road ahead is clear) will let the sports car through. Even if there is something approaching from the opposite direction, an early and well-defined pull-in to the left will tell the man behind that you know he is there; your movement says, in effect, "I invite you on, and I can hold a line along the verge. It's up to you to decide if you should make three abreast." Such consideration for others on the road is good manners. There is nothing to be gained in accelerating, hogging the crown of the road, and struggling to maintain a precarious lead over an obviously faster car—yet this sort of thing occurs all too often, and results in frayed tempers, which is what we should be trying to avoid.

When approaching a fork road at which he intends to turn left—or right—the experienced driver will always signal his intention. There is nothing more aggravating for a driver emerging from the left fork than having to wait patiently, in

ignorance of the intentions of the oncoming driver—only to find that the approaching car was turning left, and he need not have worried after all.

Discriminating and restrained use of the horn, too, is very much a part of good road manners. Though no hard and fast rules can be laid down concerning the "audible warning," it should be used only when necessary. Whatever the circumstances, the skilled and considerate driver always seeks to give his horn signal well in advance, and never uses it in an aggressive or demanding manner.

Its use is justified when one wants to attract the attention of another road user—pedestrians, cyclists and children,



These two diagrams illustrate the occasions on which (top) two short, and (below) two long toots on the horn should be given



## Methods of the Experts . . .

Two occasions on which, by a clear pull-in to the side of the road, the drivers of these cars have indicated to following traffic that, so far as they are concerned, it is safe to pass. It is up to the would-be overtaker to decide whether or not it is safe

usually—who are day-dreaming or otherwise engrossed, and unaware of one's approach. A couple of short toots is better than a single blast. One toot merely serves to attract attention; the second tells the hearer where the sound is coming from. The use of the horn is justified also when one is approaching a hazard where vision is restricted. In this case, a prolonged, more forceful blast is required—or two shorter ones, the second again serving to locate the source of the warning.

If, from a position very close to a vehicle one is overhauling at speed, one proceeds to deliver a succession of blasts on the horn, the overtaken driver will probably become confused and may swerve suddenly—in either direction; a firm toot, well in advance, would have given him all the warning necessary, and would have avoided disconcerting him. The expert never uses his horn as a rebuke. If a man "on the receiving end" is genuinely aware of his mistake, and is sorry, then a noisy remonstrance is unkind; if he is unrepentant, he will probably feel wickedly triumphant.

The secret of road manners is an ability to "get on" with other road users—leaving a good impression with the driver to whom you have shown politeness. He will continue his journey in a pleasant state of mind, feeling that "all's right with the world"—and more particularly, that all's right *on the road*; his driving will improve, at least temporarily, as a result. The very opposite occurs if one should "carve up" a fellow road user, leaving him cursing and vowing revenge; his driving suffers and, in his efforts to carry out a reprisal, he may well get himself—or you—into trouble.

One of the greatest single causes of bad manners on the road is the determination by certain drivers to exercise their "rights." There are indeed certain rights—a car, for example, entering a main road from a small turning should yield right of way to traffic on the main road. But the expert, even when right is on his side, will exercise judgment and restraint. If, in the example quoted above, it seems an elderly or unskilled driver is trying to emerge from the minor road, the man of experience may well decide to slow, and let him out. After all, he knows that in a few hundred yards he will be ahead again, and probably will have lost nothing. He makes allowances, in fact, for the lack of skill in other drivers; and the unskilled, in turn, are duly grateful.

Again, the expert will use his discretion on hills where, technically, he may have right of way. If an elderly car is climbing the hill towards you, and is likely to be baulked by a car parked on its side of the road, it is good manners that you, descending the hill with a clear road on your side, should slow—or accelerate smartly—and let it through. This is a hark-back to the early days, when the rule was the same as for horses—"give way to those ascending." Though modern cars can get away on any gradient, some inexperienced drivers may have difficulty with a stop-and-restart.

If one happens to be the driver to whom the expert has yielded right of way, it is polite to thank him. A wave of the hand will suffice—and it goes towards building up that all-important good fellowship of the road.

Not so clearly an example of good road manners, but to the expert every bit as important, is the job of instilling confidence into nervous passengers. The skilled driver derives unbounded pleasure if he sees in his driving mirror the occupants of the rear seat confidently asleep. On the other hand, he will award himself black marks if, out of the corner of his



eye, he sees the outward signs of a terrified passenger—a clutching hand, and a right foot that stamps on an imaginary brake pedal.

Passengers can be difficult. Those with experience as drivers (or passengers) will quickly sum up their driver and appreciate to what extent he can be trusted. Rally crews would be the first to comment on this subject, and great importance they attach to the ability of the driver to cause no alarm to his crew, appreciating that, in 2,000 miles or so, a frightening driver can reduce his fellow travellers to nervous wrecks.

The very quick judgment, however, of highly skilled drivers, who sum up a situation (or chain of situations) and carry on without deviating or slackening speed, can be very disconcerting to the inexperienced passenger. For Granny, a tiny lift of the foot, an almost imperceptible check that is too small to register on the speedometer, will give confidence. It is an old family-chauffeur trick, and works wonders. If the passenger is of the kind who, no matter how one tries, will not relax, there is nothing for it but to reduce speed and dawdle along. His (or her) easing of tension will greatly outweigh any loss of pleasure one may be suffering through the leisurely progress.

And, finally, animals and birds—though they may not attribute your actions to good road manner, it is important that you should try to avoid them. The expert seldom swerves for dogs or cats—it reduces their chance of successful avoiding action . . . and they are the better dodgers. It is better to brake in a straight line, tooting on the horn. If the animal crouches and it is not possible to stop, try to run clean over him, taking the wheels along each side of him.

Much of the foregoing may seem to have little to do with the art of driving—but such an accomplishment involves a great deal more than just the business of handling the car. The expert seeks to drive in such a fashion that he causes the minimum possible annoyance to other road users; he tries to be tolerant, to make allowances for the inefficient, and to demonstrate that there is just no place on the roads for selfishness, bad manners and, above all, irritability and bad temper. In doing all this, he improves the fellowship on the roads, the attitude of one motorist towards another, and thereby tends to improve the whole standard of driving.

Next week's article in this series will deal with the problems involved in driving in heavy traffic.



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## 1953

**MONTE CARLO**  
*Outright Winner—ZEPHYR*

**LISBON RALLY**  
*Ladies' Cup—ZEPHYR*

**VIKING RALLY**  
*Outright Winner—ZEPHYR*

## 1954

**R.A.C. RALLY**  
*1st six places—ANGLIA*  
*1st in their classes—CONSUL AND ZEPHYR*  
*Team Prize—ZEPHYR AND ANGLIAS*

**SESTRIERE RALLY**  
*Ladies' Cup—ZODIAC*

**DUTCH INTERNATIONAL TULIP RALLY**  
*1st in its class—ANGLIA*  
*1st in its class—CONSUL*  
*1st in its class—ZEPHYR*

**MIDNIGHT SUN RALLY**  
*1st in its class—ANGLIA*

## 1955

**R.A.C. RALLY**  
*1st in its class—ANGLIA*

**SESTRIERE RALLY**  
*Ladies' Cup—ANGLIA*

**AFRICAN SAFARI RALLY**  
*Outright Winner—ZEPHYR*  
*1st and 3rd class B—ZEPHYR*  
*Ladies' Cup—ZEPHYR*

**SOUTH AFRICAN RALLY**  
*Outright Winner—ANGLIA*  
*Team Prize—ANGLIA, PREFECT AND ZEPHYR*

**VIKING RALLY**  
*Over 2,000 c.c. 1st—ZEPHYR*  
*1st in its class—ANGLIA*

**DUTCH INTERNATIONAL TULIP RALLY**  
*1st, 2nd and 3rd in their class—*  
*ZEPHYR, CONSUL, ZEPHYR*

**GREAT AMERICAN MOUNTAIN RALLY**  
*1st in its class—ZEPHYR*

## 1956

**CANADIAN WINTER RALLY**  
*Outright Winner—PREFECT*

**ALPINE RALLY**  
*1st and 2nd in their class—ZEPHYR*

**RHODESIAN RALLY**  
*Outright Winner—ANGLIA*  
*Team Award—ZEPHYR AND ANGLIAS*

**VIKING RALLY**  
*1st in its class—ZEPHYR*

**SCOTTISH RALLY**  
*1st class 2—ANGLIA*  
*1st and 3rd class 5—ANGLIA*

**AFRICAN SAFARI RALLY**  
*1st and 2nd class A—ANGLIA*  
*3rd class C—ZODIAC*  
*Ladies' Prize—ZODIAC*

# POSITIVE PROOF

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ECURIE ECOSSE

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#### LATEST LODGE SUCCESS

**AUSTRALIAN OLYMPIC GRAND PRIX** (Melbourne, 2nd December 1956)

1st. Stirling Moss (Maserati). 2nd. Jean Behra (Maserati). 3rd. Peter Whitehead (Ferrari).

**ALL THREE USED LODGE PLUGS**

LODGE PLUGS LTD., RUGBY



FERRY across the River Dart heads from Kingswear to Dartmouth

## Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

### Rationing Problem

**What of an Untaxed Car?** I note on p. 903 of *The Autocar* (December 14) you repeat "... that any motorist who fails to return unused coupons when his car ceases to be licensed will be in breach of the law." I cannot reconcile this ruling with the statement of the Ministry of Fuel (*Times*, Nov. 21, p. 19) that "the basic ration for the four-month period can be used at any time during that period." Can I use all my coupons by Dec. 31 and then lay up my car? Or can I lay up my car for the month of January (saving tax and insurance) and use my 4-month ration in three months?

Wallington, Surrey.

W. J. HILL.

[The legal requirement concerning the return of coupons is that they must be handed back, as stated, as soon as the taxation of the car runs out and is not renewed. Since the four months' ration can be used at once or progressively, it is quite in order to spend the entire allocation quickly and then lay the car up. However, if the car is to be laid up untaxed for January and there are coupons left over, they must be returned; then on the retaxation of the car the Ministry will issue only a *pro rata* allocation based on the duration of the untaxed period. In a case where, say, three months' ration has been used in December, the car is untaxed, and one month's coupons are returned in January, it is likely that the unconsumed entitlement (one month's coupons) will be returned on retaxing the car in February.]

This gives rise to an obvious anomaly—i.e., rapid use of coupons before "untaxing" the car might result in a greater overall entitlement. At present the Ministry of Fuel and Power is unable to clarify the situation and give a definite ruling. The most satisfactory solution would appear to be for the ration entitlement to be independent of any untaxed period.—Ed.]

### Now for Maintenance and Repairs

**Good Opportunity, and Good for Trade.** Now that petrol rationing has been introduced, involving an automatic reduction in mileage by private and business motorists, there is certain to be a drop in business for the repair trade in general—particularly during the early part of next year. This will occur at a time when their work is at a minimum due to the seasonal drop in demand, and it is certain that some unemployment will result, possibly to a serious degree.

Good mechanics will be forced to leave the trade, some of whom will not return when conditions revert to normal. This would be a serious blow, not only to the vehicle repair trade, but to all motorists who require first-class repair work.

In view of the fact that many motorists will necessarily use an over-large proportion of their petrol allowance during Christmas in fulfilling the inescapable family commitments, the basic mileage for the remainder of the period will be correspondingly reduced. Many such motorists could, therefore, spare their cars for necessary repair work without adding unduly

## Correspondence

to the hardships already imposed by rationing. By putting their cars into their garages or repair depots during this period they would assist the repair trade in avoiding unemployment and ensure that quality of repair work can be maintained. An additional advantage would be that repairs carried out at this time would not have to be attended to later in the year, during the period when work is at its peak.

P. J. ROBERTSON RODGER.  
London, S.W.1.  
J. E. S. MORLEY.

### Head in the Clouds

*Where Judge Jeffreys Held Assize.* Your contributor, S. C., in an article "Head in the Clouds" (December 14), erroneously states that the Bloody Assize was held in the Judge's Lodging at Dorchester. That building served, as its name indicates, as the house in which Jeffreys stayed. The actual court was held in the very hotel at which your contributor spent the night—The Antelope. Until two or three years ago, the court room served as the manager's private quarters, and was open to inspection only by permission. It had been divided into smaller rooms by matchboarding, the fine panelling also being covered by the boarding so that it was undamaged. It has two fine Tudor fireplaces, one at each end.

When I was last there about two years ago, they were re-converting the court room into a banqueting hall, and I have no doubt it is freely open to inspection.

Hove, Sussex.  
GEOFFREY E. PEACHEY.

### "Really Cross"

*Caustic Comments on Styling.* Your editorial of 5 October, in presumably attempting to goad British manufacturers and purchasers into embracing the "gay approach to life" exemplified by the 1957 Fords, displays as little understanding of the motivation behind American car design as your old-fashioned editorials which used to condemn out-of-hand all transatlantic style manifestations.

I assume your rapture has been prompted only by photographs. But I suggest that even a quick look at the picture of the Fairlane 500 Victoria on page 447 could scarcely convince the most promotion-hardened reader of its "full, rather than superficial, allegiance to the Jet Age." The "aggressive snout and swollen mudguard," whose demise you celebrate two paragraphs earlier, will be recognized—alive and kicking—on page 447 by any moderately alert Briton.

Now sir, I submit that you know that this editorial is nonsense. Its purpose, however, is clear. You acknowledge that it is not enough for popular British automobiles to be a steady two-to-three years behind American styling development, and apathetically to embody any American appearance gimmick that can be adapted to a smaller-scale product. However, is the way to remedy this to suggest that British manufacturers speed up their sluggish thinking so that the same turgid vulgarities may appear simultaneously on both sides of the Atlantic? If so, I suggest that British manufacturers, as smaller American manufacturers have been known to do, bribe selected members of the styling departments of the American "Big Three" to give them



PRICE as well as scarcity of petrol evidently prompted this notice, seen in the rear window of a car in Birmingham

advance styling information. This costs less than employing clever industrial designers to guess which way the American cat is going to jump.

Curiously enough, thumbing through the same issue of *The Autocar*, I stumbled upon a car whose appearance has always puzzled me, but whose ultimate fate could well be influenced by your editorial. The Armstrong Siddeley 234 is an outstanding example of an ugly basic shape made innocuous by lack of ornamentation. It reveals some kinship with American trends, from its "blown up," overbodied silhouette to the wishy-washy version of the currently fashionable rear fenders. Install wrap-around windscreen and rear window, add a front end and bumper similar to those of the Lincoln on page 458, possibly leaving the existing centre grille in position ("There is nothing contemptible about elegant flamboyance and daring in design"), and you may have the British car of the future. Especially if the backroom boys at Hawker-Siddeley can figure out how to stop water pouring into the luggage trunk when the lid is opened in wet weather.

New York.  
GORDON REEKIE.

PS. Editor, win me a bet by printing this letter. You ought to, anyway, as your correspondence columns are infernally dull. But there are many constant readers (like me) who believe that *The Autocar* never prints really cross letters (like mine), especially if they reflect on the judgment of the editors.

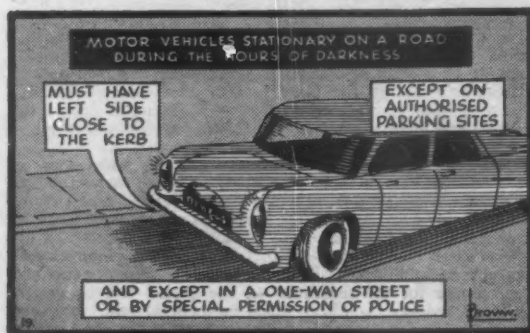
### "T" for Caravans

*Clarification of Point of Law.* I have just noticed in *The Autocar* Diary, 1956—"Notes for the Mobile Caravan"—a paragraph regarding white "T" plates. Your comment "appears to be enforced" suggests some ambiguity, but the law is quite clear on the matter; it is Part III, regulation 60, para. 3 III, of the Motor Vehicles Use and Construction Act, 1947, and it says: "when a motor vehicle is towing a trailer . . . there shall be exhibited . . . a distinguishing Mark (T) . . . provided that this regulation shall not apply to any trailer drawn by a motor car constructed solely for the carriage of passengers."

Thus for you to say in the Diary "only where commercial trailers are concerned" is inaccurate; the regulation differentiates between a private car and a commercial vehicle, not between a private and commercial trailer; thus a private car can pull a goods trailer—no T plate required. A commercial van may pull a caravan—and a T plate is then necessary.

Guiseley, Yorkshire.  
W. L. T. WINDER.

## DO YOU KNOW THE LAW?



### More than Satisfied Customer

*Praise for British Service.* Reading Mr. D. E. Cam's letter (October 19) prompts me to write of my experiences with my Vauxhall Cresta.

I purchased this car in June, 1955, through Messrs. G. N., Ltd., of Balham, who are distributors. For some time I experienced an unpleasant noise from the gear box, which vanished when the clutch was depressed. Due to extreme pressure of business I neglected approaching G.N., Ltd., on the subject until the other day, when I told the service manager. He pointed out that the car was now sixteen months old, and had covered 15,000 miles, but said that he would write to Vauxhall Motors on my behalf and get their reactions. To my surprise he telephoned me the following morning, and said the makers had agreed to supply the necessary parts, and pay 50 per cent of the labour charges, and asked if I would take the car in immediately for the work to be put in hand. When I went to collect my car, I was informed that "it seemed a pity just to replace two defective ball races," and so Vauxhall Motors had agreed to supply new gears and the like throughout.

If any car owner can give me proof of more courteous and more sincere co-operation between owner, maker and distributor, I should be pleased to hear of it. This kind of treatment should prove once and for all that the British maker and distributor can and do give service which far outweighs anything the Continentals can offer. I hasten to add I have no connection with maker or distributor other than as a more than satisfied customer.

Mitcham, Surrey.

DAVID HOWARD.

### A Little Bit of Action

**A.A. and R.A.C. Trust Fund Suggested.** — Congratulations to T. W. Rummens (December 14) on his ideas to limit the robbery undertaken by the Government under the cloak of the Road Fund.

Surely the thing to do is to let the A.A. and R.A.C. set up a trust fund, into which the members pay their Road Fund taxes, this money to be paid to the Government only when an understanding is given that the major part of it shall be used for the benefit of the motorist.

The motoring organizations and the motoring press are solid in their condemnation of the increasing tax on motoring; let us see then take some action now.

London, W.5.

J. GILBERT.

### Head Lamps and Learners

**Three Suggestions for Safer Motoring.** With the coming of winter and the longer nights, I always reflect upon pleasant night-driving on the Continent with the compulsory yellow head lamps; in this country such action has not been taken by the authorities. I have noticed that modern cars with double-dipping head lamps are the main dazzle offenders, due to the right-hand beam being focused too high. If this bulb was yellow it would greatly reduce dazzle, and the white head lamp focused on the kerb would still pick out the verge clearly. I am sure this would be a very good compromise and would satisfy the people who scorn yellow head lamps and also those who object to badly set double-dipping white head lamps.

When learners pass the driving test, the majority never leave the 30 m.p.h. limit, and even if they do, they are unsure of travelling any faster than 30 m.p.h. High-speed motoring is one

of the things that a learner should be introduced to before the test, and he should be required to demonstrate his ability to the examiners during the test.

Many youngsters, passing their test, think immediately that they know everything, and attempt to drive at speeds beyond their capability and control. Admittedly our roads are, in the main, in no fit condition for high speed motoring, but the present-day learners probably at some time during their lives will travel on the Continent or on this country's future motorways (though goodness knows when!) and the learner would surely benefit from the experience.

In winter motoring schools, the police force and perhaps enterprising County Councils, should promote the use of disused aerodromes and similar places for teaching the art of controlled skidding on ice. Every motorist should be given the opportunity of learning from an experienced tutor, on the lines taught to police drivers at their establishment at Hendon. It would be more practical than your suggestion—though it is the only possible thing that the motorist can do at present—of going out on to a quiet road in the early morning or late at night when, in the dark, the learner might get into difficulties beyond his control, and end up in the ditch. There should be plenty of space to allow for any mistakes, without the worry of traffic on normal roads.

Long Eaton, Nottingham.

R. J. CHRISTIE.

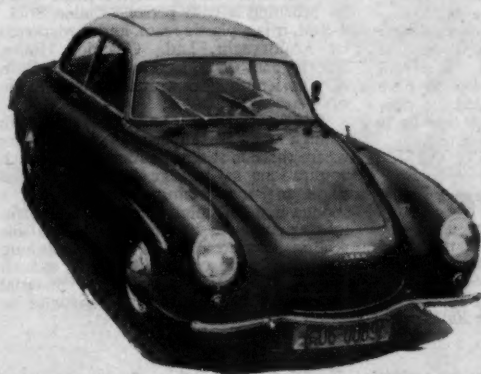
### Road Crossing Signs

**Call for Consistency.** There seems to be no definite scheme in this county division—East Sussex—for the placing of warning signs at points of potential danger. This applies particularly to those places where minor roads cross major roads. One crossing may be protected by "Halt" signs near the exit of the minor road with appropriate "road crossing" warning signs on the main road; another within a short distance on the same main road may have no warning signs of any kind. In the interest of safety all road crossings should be treated in the same manner.

The painting of white lines at the exits of most minor roads is now being proceeded with, and is certainly a great help to the motorist. Indeed, such lines are regarded by the majority as "halt" signs, but such lines should be painted on all main road exits, not on some only.

Battle, Sussex.

D. M. W. HUTCHISON.



**T**IME and again Porsche owners have lamented the fact that no four-seater version of this car is available, while others have toyed with the idea of having a Porsche car with the engine at the front. Herr Benno Kleinau, a garage-owner at Kaiserslautern, has gone the whole hog and constructed a unique four-seater coupé powered by a 1.3-litre Porsche engine driving the front wheels.

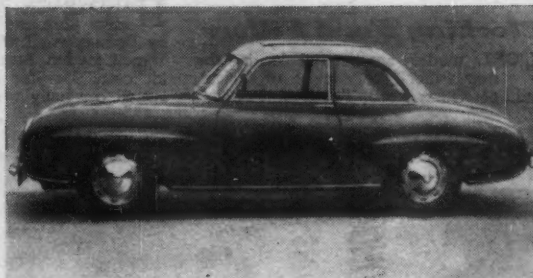
The chassis frame employs components of the Tempo Matador van, which in standard form uses a 1.3-litre four-cylinder Heinkel engine. As Tempos at one time used Volkswagen engines for their vehicles, then Heinkel engines and VV gear box, and ultimately a Heinkel engine and ZF gear box, clutch housing flanges, driving shaft splines and the like are available to fit the various components so there was no great difficulty in

Installation of the Porsche engine in the front of this special seems to have made surprisingly little difference to the lines

fitting the Porsche engine to the Matador chassis.

To save weight, square tubes of lighter gauge were used, instead of the round ones of substantial dimensions used in the van to carry payloads of up to 1½ tons. The chassis has a wheelbase of 7ft 10½in and track is about 4ft 7in. Front suspension is by a wishbone at each side, with a superimposed, transverse, half-elliptic spring. Rear suspension is by swinging axles and coil springs. The height of the complete car is 4ft 6½in. Brakes are hydraulic, with two leading shoes for the front wheels. Roadholding

## PORSCHE with Front-Wheel Drive

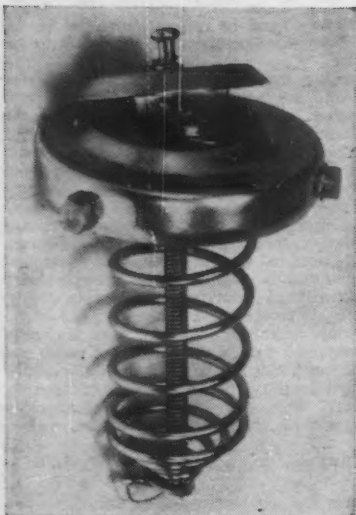


is said to be extremely good and the owner now regrets his "modesty" in starting to build his car around the 1.3-litre engine, instead of the more powerful 1.6-litre.

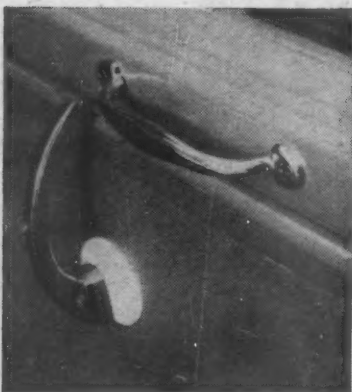
Herr Kleinau says his special has cost him 10,000 D-Marks (about £910) despite the fact that he had obtained the engine second-hand at a very reasonable price. He is now contemplating selling the car, and has already started work on another, using a 1.5-litre Porsche engine and parts of the Citroën suspension, employing torsion-bars.

O. G. W. FERSEN.

# ACCESSORIES



The cap of the Femcar Fuelgard is well made and of good appearance. Right: A pull handle for doors



## Femcar Fuelgard

AN attractive elaboration of the coil spring to prevent siphoning idea is the Femcar Fuelgard, which has been put on the market by Fisher, Morgan and Co. (1950), Ltd., Swinton House, 324, Gray's Inn Road, London, W.C.1. It comprises a plated spring, secured within the petrol filler pipe by three ingenious pressure pads, which are screwed up by bolts. The heads of the bolts pass through a chromium-plated surround, and the filler aperture is covered by a spring-loaded cap, seating on cork. The Fuelgard, which fits a wide range of cars, is secured by tightening the bolts firmly and then cutting off the heads; a pointer to the care which has been exercised in design is that washers are placed behind the bolt heads to prevent the saw damaging the plating. The quality and appearance are excellent, and the basic design sound and well engineered. The price is £1 3s 6d.

## Blocking Ford Fillers

FORD models are catered for by the new Pilfer-Proof device of Tricol, Ltd., 66, Offley Road, The Oval, London,

S.W.9. Costing 4s 9d, it is a tempered steel spring, tapering to a point. When this is fitted into the petrol filler neck of the car, it prevents siphoning but does not interfere with filling.

## Pull Handle

DIE-CAST and chromium-plated pull handles, easily fixed by their self-tapping screws, are introduced by Wilmot-Breeden, Ltd., 13-14, Oxford Street, Birmingham 5. They cost 5s each.

Some doors do not have a closing handle, or at least nothing which a passenger recognizes as such. It is not good for ordinary door handles to have the strong sideways pull needed for closing most doors, and a separate handle is a sensible thing to have.

## Glass Fibre Repairs

HANDYPACK is the name of a new glass fibre and resin outfit marketed by Bondaglass, Ltd., 40a, Parsons Mead, West Croydon, Surrey, at 6s 6d—a larger kit costs 25s—for repairs to broken or rusted car body work. It includes sup-

plies of a powder and a liquid which are mixed to a thin putty consistency, and glass fibre mat which is used to bridge holes and gaps or to reinforce the resin. The surface to be repaired is scrubbed clean with a wire brush, emery cloth or file, and then the paste for repair is mixed and applied. It sets hard in about 30 minutes, and can then be filed or sanded smooth before painting. In use it was found to give a hard and strongly adherent repair.

## Shower Precautions

AN umbrella as a car accessory is rather a good idea. The pictures show the design of the Topper Telescopic, which is only 12½ in long when furled, but opens out as a full-sized umbrella, 30 in across. The plated holder bears an enamelled badge, most British makes' emblems being available, or a St. Christopher plaque. Colours are grey, beige, wine or blue. The Topper is marketed by Castles Unit Development Co., Ltd., Church Gate, Leicester, and costs £4 17s 6d.

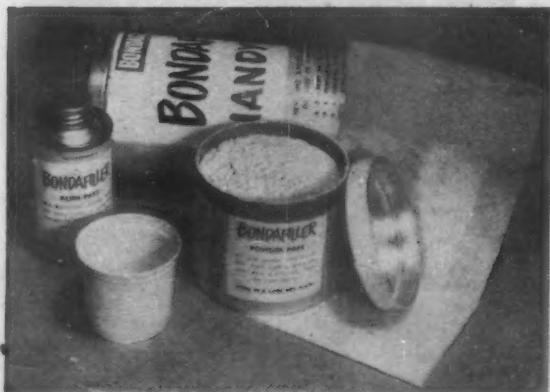
No British motorist needs an explanation of the value of a residential umbrella in the car. The device is clever engineering, and in detail, including the nickel plating of the frame, extremely well made. Self-tapping screws secure the bracket.

## Soft Sealing

A NEW sealing strip is self-attaching by a cement backing which is made sticky by brushing it with petrol. Called Stick-a-Seal, it is a plastic foam, and is marketed by Sealdraught, Ltd., Chandos House, Buckingham Gate, London, S.W.1. Rolls of 10ft length, ½ in width and ¼ in thickness, are 4s 6d.

The material is perhaps not tough enough for an application to surfaces where there is sliding motion, and in such applications as luggage locker seals, the slight moisture-retaining properties of a sponge material might lead to rust—plain tubular rubber is better there. But a soft sealing, compressing to almost nothing under light pressure, is well suited to such jobs as door sealing, where the material should not present serious resistance to closing.

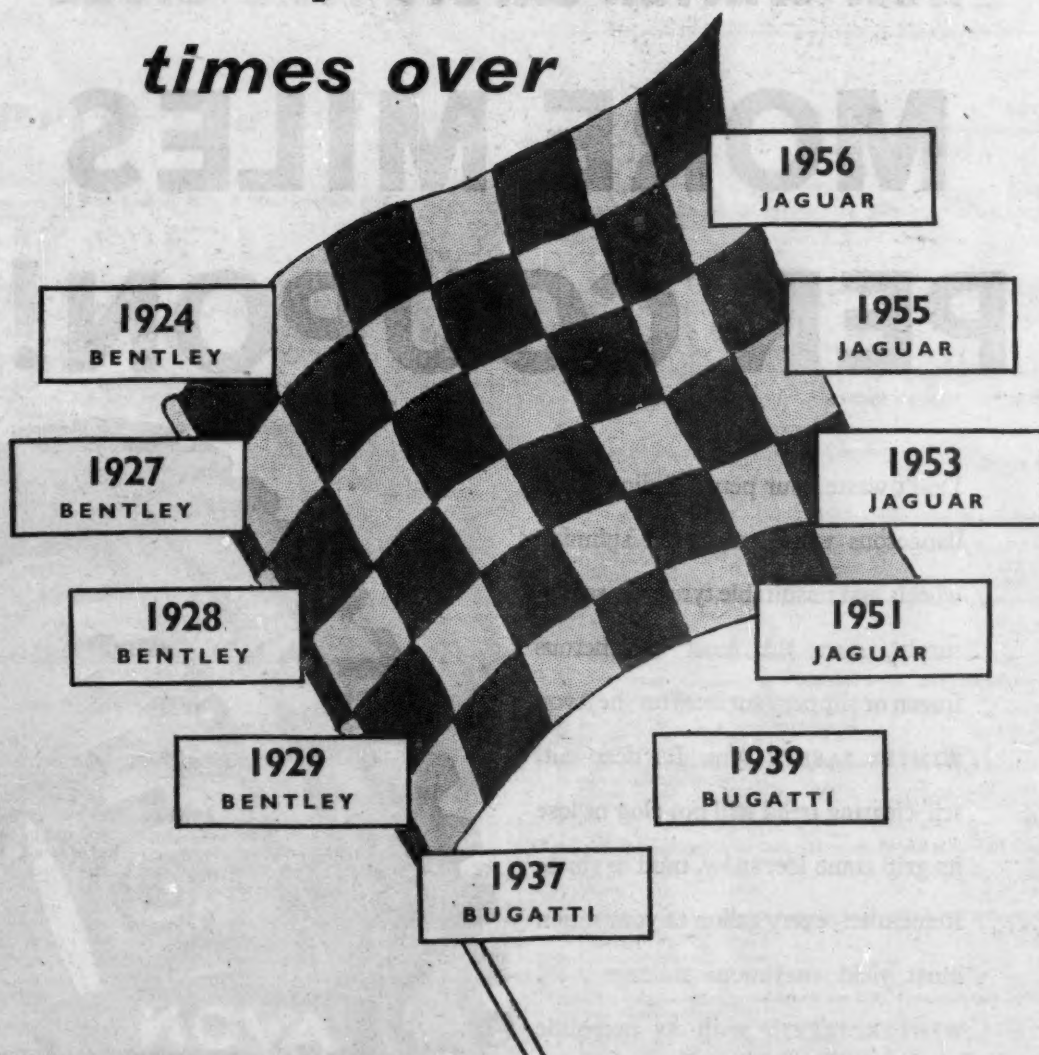
The complete Bondaglass bodywork repair kit



A Topper car umbrella. The fabric furls neatly on the telescopic stem



*Here's proof ten  
times over*



*that you can rely on*

There's no stiffer test for a car, or for the life and reliability of its brakes, than the 24-hour road race at Le Mans. This race has been won *ten times* by cars equipped with MINTEX brake liners.

**MINTEX**

*No better liner was ever fitted to a brake shoe*

MINTEX brake and clutch liners are manufactured by British Belting and Asbestos Ltd., Cleckheaton, Yorkshire, and are obtainable at leading garages throughout the country.

# NEW WINTER SAFETY TYRE GIVES MORE MILES PER COUPON!

Don't waste your petrol sliding about dangerous winter roads on spinning wheels and unsuitable tyres. Go safely, surely, over the most treacherous frozen or slippery surfaces on the Avon WINTER SAFETY tyre. Its deep-cut, self-clearing tread will not clog or lose its grip come ice, snow, mud or slush. Remember, every gallon of your ration must yield maximum mileage . . . WINTER SAFETY with its non-slide traction will see that it does! See your dealer—today.



**Motor** says  
of a comparative test on a trials hill in winter conditions, "With normal tyres the car came to rest after about three lengths; with the Avons fitted, a non-stop climb was made and later repeated from a standing start!"

**STEER WITHOUT FEAR THROUGH SNOW, ICE, MUD AND SLUSH**

# The Sporting Year 1956

## R E S U L T S

### Principal Races

Place	Car	Driver	Average Speed
<b>January 7: New Zealand G.P., Ardmore circuit (200 miles, 100 laps of 2-mile circuit)</b>			
1	Maserati	Moss	78.4 m.p.h.
2	Ferrari	Gaze	77.0 m.p.h.
3	Ferrari	P. N. Whitehead	1 lap behind
<b>January 22: Argentine G.P., Buenos Aires circuit (three hours duration, 2.43-mile lap)</b>			
1	Lancia-Ferrari	Musso-Fangio	238.14 miles
			79.3 m.p.h.
2	Maserati	Behra	
3	Maserati	Hawthorn	2 laps behind
<b>January 29: 1,000-kilometre sports car race, Buenos Aires circuit (625.4 miles, 106 laps of 5.9-mile circuit)</b>			
1	Maserati	Moss and Manditeguy	96.13 m.p.h.
2	Ferrari	Gendebien and Hill	2 laps behind
3	Maserati	Gonzalez and Behra	5 laps behind
<b>February 5: Buenos Aires G.P., Mendoza circuit (156 miles, 60 laps of 2.6-mile circuit)</b>			
1	Lancia-Ferrari	Fangio	83.10 m.p.h.
2	Maserati	Moss	
3	Maserati	Behra	
<b>March 24: Sahring 12-hour race (5.3-mile lap) Classification on distance covered</b>			
1	Ferrari	Fangio and Castellotti	1,006.8 miles
			84.07 m.p.h.
2	Ferrari	Musso and Schell	2 laps behind
3	Jaguar	Sweikert and Ensley	6 laps behind
<b>Classification on handicap</b>			
1	Porsche	Herrmann and Von Trips	1,347 figure of merit
2	Porsche	McAfee and Lovely	1,325
3	Ferrari	Fangio and Castellotti	1,310
<b>April 2: B.A.R.C. Richmond formula 1 race for Glover Trophy, Goodwood circuit (76.9 miles, 32 laps of 2.4-mile circuit)</b>			
1	Maserati	Moss	94.35 m.p.h.
2	Maserati	Salvadori	
3	Connaught	Leston	
<b>April 8: Tour of Sicily (670 miles)</b>			
1	Ferrari	Collins	67.12 m.p.h.
2	Maserati	Taruffi	66.92 m.p.h.
3	Osca	Villoresi	64.03 m.p.h.
<b>April 14: B.R.D.C. British Empire Trophy sports car race, circuit (3 heats of 16 laps, final 25 laps, 2.76-mile circuit)</b>			
1	Cooper	Moss	83.72 m.p.h.
			(h'cap 40 sec)
2	Lotus	Chapman	83.44 m.p.h.
			(h'cap 40 sec)
3	Cooper	Salvadori	83.33 m.p.h.
			(h'cap 40 sec)
<b>April 15: Syracuse G.P. (273.6 miles, 80 laps of 3.42-mile circuit)</b>			
1	Lancia-Ferrari	Fangio	97.07 m.p.h.
2	Lancia-Ferrari	Musso	
3	Lancia-Ferrari	Collins	
<b>April 21: B.A.R.C. Aintree 200 formula 1 race (201 miles, 67 laps of 3-mile circuit)</b>			
1	Maserati	Moss	84.24 m.p.h.
2	B.R.M.	Brooks	1 lap behind
3	Maserati	Brabham	3 laps behind
<b>April 28-29: Mille Miglia, Brescia (990 miles)</b>			
1	Ferrari	Castellotti	85.41 m.p.h.
2	Ferrari	Collins	83.92 m.p.h.
3	Ferrari	Musso	81.36 m.p.h.
<b>May 5: B.R.D.C. "Daily Express" Trophy formula 1 race, Silverstone circuit (175.9 miles, 60 laps of 2.93-mile circuit)</b>			
1	Vanwall	Moss	100.47 m.p.h.
2	Connaught	Scott-Brown	1 lap behind
3	Connaught	Titterton	3 laps behind
<b>May 6: Naples G.P. (152.8 miles, 60 laps of 2.55-mile circuit)</b>			
1	Gordini	Manzon	65.13 m.p.h.
2	Maserati	Gould	
3	Maserati	Gerini	3 laps behind
<b>May 13: Monaco G.P. (195 miles, 100 laps of 1.95-mile circuit)</b>			
1	Maserati	Moss	64.95 m.p.h.
2	Aston Martin	Fangio-Collins	
3	Maserati	Behra	1 lap behind
<b>May 13: Production car race, Spa (103.32 miles, 12 laps of 8.75-mile circuit)</b>			
1	Jaguar	Sanderson	109.64 m.p.h.
2	Aston Martin	Farnell	
3	Ferrari	Frère	

Place	Car	Driver	Average Speed
<b>May 20: Frontières sports car G.P., Chimay circuit (149.14 miles, 22 laps of 6.78-mile circuit)</b>			
1	Maserati	Musy	102.9 m.p.h.
2	Jaguar	Hamilton	
3	Aston Martin	G. Whitehead	1 lap behind
<b>May 21: B.A.R.C. Whitsun Trophy race, Goodwood circuit (62.4 miles, 26 laps of 2.4-mile circuit)</b>			
1	Jaguar	Titterton	87.65 m.p.h.
2	Lotus	Hawthorn	
3	Jaguar	Flockhart	
<b>May 21: B.R.C.C. London Trophy race, Crystal Palace circuit (aggregate of two 10-lap races, 1.39-mile circuit)</b>			
1	Maserati	Moss	74.11 m.p.h.
2	Emeryson	Emery	
3	Cooper-Alta	Wicken	
<b>May 27: 1,000-kilometre sports car race, Nurburgring (623.48 miles, 44 laps of 14.17-mile circuit)</b>			
1	Maserati	Moss and Behra—Taruffi and Schell	80.59 m.p.h.
2	Ferrari	Fangio and Castellotti	
3	Ferrari	De Portago and Gendebien	
<b>May 30: Indianapolis 500-mile race (2.5 mile circuit)</b>			
1	John Zink Spl	Flaherty	128.49 m.p.h.
2	Jones and Maley Spl	Hanks	
3	Bob Estes Spl	Freeland	
<b>June 3: Belgian G.P., Francorchamps circuit (315 miles, 36 laps of 8.75-mile circuit)</b>			
1	Lancia-Ferrari	Collins	118.44 m.p.h.
2	Lancia-Ferrari	Frère	117.09 m.p.h.
3	Maserati	Moss-Perdisa	116.07 m.p.h.
<b>June 10: Targa Florio sports car race, Madonia circuit (447.4 miles, 10 laps of 44.74-mile circuit)</b>			
1	Porsche	Maglioli	55.49 m.p.h.
2	Maserati	Taruffi	
3	Ferrari	Gendebien-Herrmann	
<b>June 10: 1,000 kilometres of Paris sports car race, Monthéry circuit (624.36 miles, 129 laps of 4.84-mile circuit)</b>			
1	Maserati	Behra and Rosier	93.36 m.p.h.
2	Ferrari	Schell and Lucas	
3	Ferrari	Trintignant and Picard	
<b>June 16: City of Oporto Cup race for sports cars up to 1,500 c.c. (92 miles, 20 laps of 4.6-mile circuit)</b>			
1	Cooper	Salvadori	92.9 m.p.h.
2	Porsche	Nogueira	91.1 m.p.h.
3	Lotus	Bicknell	88.8 m.p.h.
<b>June 17: Oporto sports car G.P. (104 miles, 40 laps of 4.6-mile circuit)</b>			
1	Ferrari	De Portago	96.3 m.p.h.
2	Ferrari	Hill	95.8 m.p.h.
3	Maserati	Musy	94.3 m.p.h.
<b>June 23: B.A.R.C. Aintree 100 formula 1 race (102 miles, 34 laps of 3-mile circuit)</b>			
1	Maserati	Gould	83.00 m.p.h.
2	Cooper-Bristol	Gerard	
3	Maserati	Halford	
<b>June 24: Supercortemaggiore sports car G.P., Monza circuit (621.4 miles, 100 laps of 6.21-mile circuit)</b>			
1	Ferrari	Collins and Hawthorn	121.35 m.p.h.
2	Maserati	Moss and Perdisa	
3	Ferrari	Fangio and Castellotti	
<b>June 30-July 1: 12-hour sports car races, Rheims circuit (516-mile lap) Up to 1,500 c.c.</b>			
1	Porsche	Storez and Frankenberg	1,226.4 miles
			102.2 m.p.h.
2	Porsche	C. Goethals and P. Goethals	1,141.2 miles
3	Renault-Ferry	Blache and Pons	1,049.7 miles
<b>Over 1,500 c.c.</b>			
1	Jaguar	Hamilton and Bueb	1,331.3 miles
			110.94 m.p.h.
2	Jaguar	Hawthorn and Frère	1,316.1 miles
3	Jaguar	Titterton and Fairman	1,320.9 miles
<b>July 1: French G.P., Rheims circuit (214.7 miles, 61 laps of 3.5-mile circuit)</b>			
1	Lancia-Ferrari	Collins	122.214 m.p.h.
2	Lancia-Ferrari	Castellotti	122.210 m.p.h.
3	Maserati	Behra	121.030 m.p.h.
<b>July 8: Rouen sports car G.P., Rouen-les-Éssarts circuit (203.2 miles, 50 laps of 4.064-mile circuit)</b>			
1	Ferrari	Castellotti	93.43 m.p.h.
2	Aston Martin	Moss	
3	Maserati	Behra	
<b>July 8: Dolomite Gold Cup sports car race, Cortina d'Ampezzo (188.27 miles)</b>			
1	Osca	Cabianca	62.4 m.p.h.
2	Ferrari	Gendebien	
3	Osca	Maglioli	

## Principal Races...

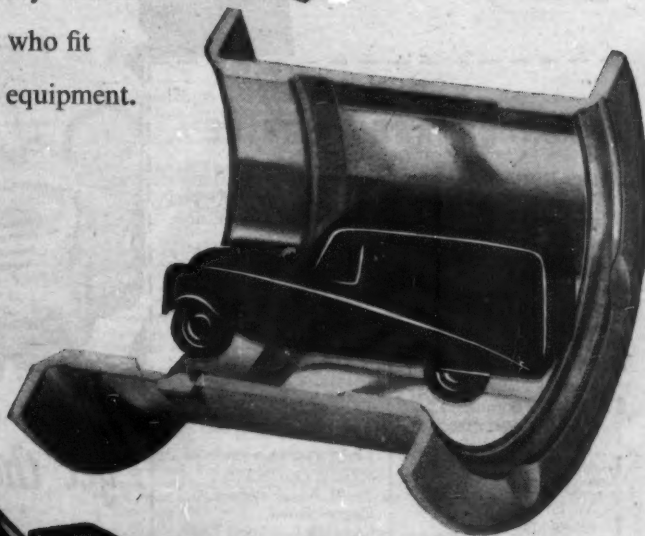
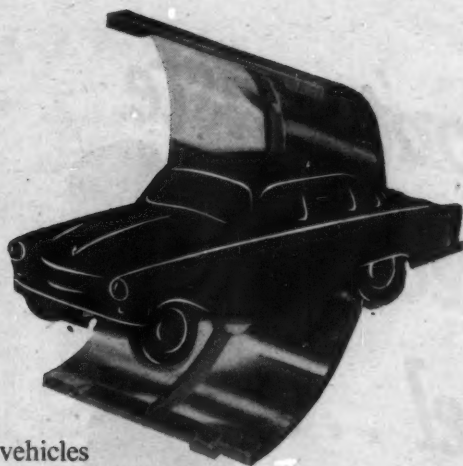
Place	Car	Driver	Average Speed	Place	Car	Driver	Average Speed
<b>July 14: R.A.C. British G.P., Silverstone circuit (295.93 miles, 101 laps of 2.93-mile circuit)</b>							
1	Lancia-Ferrari	Fangio	98.65 m.p.h.	1	Maserati	Schell	80.35 m.p.h.
2	Lancia-Ferrari	De Portago-Collins	96.88 m.p.h.	2	Gordini	Simon	...
3	Maserati	Behra	96.25 m.p.h.	3	Maserati	Salvadori	1 lap behind
<b>July 21: Leinster M.C. Leinster Trophy race, Wicklow circuit (100.08 miles, 12 laps of 8.34-mile circuit)</b>							
<b>Over 2,000 c.c.</b>							
1	Maserati	P. N. Whitehead	86.14 m.p.h.	<b>August 26: Messina sports car race (five hours duration)</b>			
2	Jaguar	Bradshaw	75.62 m.p.h.	1	Ferrari	Hill	72.60 m.p.h.
3	Jirano	Earl	75.59 m.p.h.	2	Maserati	Bordoni	...
<b>Up to 2,000 c.c.</b>							
1	Lotus	Naylor	82.14 m.p.h.	3	Ferrari	Barreto	...
2	Lotus	Templeton	77.89 m.p.h.	<b>September 2: European G.P., Monza circuit (310.7 miles, 30 laps of 6.214-mile circuit)</b>			
3	Lotus	Davies	77.07 m.p.h.	1	Maserati	Moss	129.73 m.p.h.
<b>Classification on handicap</b>							
1	Lotus	Naylor	...	2	Lancia-Ferrari	Fangio-Collins	...
2	Jirano	Earl	...	3	Connaught	Flockhart	1 lap behind
3	Jaguar	O'Hara	...	<b>September 6: B.A.R.C. Goodwood Trophy sports car race (50.4 miles, 21 laps of 2.4-mile circuit)</b>			
<b>July 22: Bari sports car G.P. (124 miles, 36 laps of 3.42-mile circuit)</b>							
1	Maserati	Moss	81.82 m.p.h.	1	Aston Martin	Brooks	88.19 m.p.h.
2	Maserati	Behra	...	2	Aston Martin	Salvadori	...
3	Maserati	Ferdia	...	3	Jaguar	Flockhart	...
<b>July 28-29: Le Mans 24-hour sports car race, Sarthe circuit (8.34-mile lap)</b>							
1	Jaguar	Sanderson and Flockhart	2,507.18 miles	<b>September 16: Berlin sports car G.P., Avus track (156 miles, 30 laps of 5.2-mile circuit)</b>			
			104.46 m.p.h.	1	Porsche	Von Trips	126.6 m.p.h.
2	Aston Martin	Moss and Collins	2,497.06 miles	2	Porsche	Herrmann	...
			104.04 m.p.h.	3	A.W.E.	Rosenhammer	...
3	Ferrari	Gendebien and Trintignant	2,446.71 miles	<b>September 22: Mid-Cheshire M.C. "Daily Herald" Gold Cup formula 2 race (110.4 miles, 40 laps of 2.76-mile circuit)</b>			
			101.95 m.p.h.	1	Cooper	Salvadori	83.84 m.p.h.
<b>August 5: German G.P., Nurburgring (311.74 miles, 22 laps of 14.17-mile circuit)</b>							
1	Lancia-Ferrari	Fangio	85.63 m.p.h.	2	Cooper	Brooks	...
2	Maserati	Moss	85.57 m.p.h.	3	Lotus	Flockhart	...
3	Maserati	Behra	82.58 m.p.h.	<b>September 30: Shell G.P. Imola circuit (156 miles, 50 laps of 3.12-mile circuit)</b>			
<b>August 6: B.R.S.C.C. Television Trophy sports car race, Brands Hatch circuit (2 heats of 15 laps, final 20 laps, 1.24-mile circuit)</b>							
1	Lotus	Bicknell	71.79 m.p.h.	1	Osca	Castellotti	87.56 m.p.h.
2	Cooper	Brabham	...	2	Cooper	Brabham	...
3	Cooper	Taylor	...	3	Osca	Musso	...
<b>August 12: Swedish sports car G.P., Kristianstad circuit (621.10 miles, 153 laps of 4.06-mile circuit)</b>							
1	Ferrari	Trintignant and Hill	94.69 m.p.h.	<b>October 7: Coupe du Salon, Monthéry circuit (91.7 miles, 24 laps of 3.9-mile circuit)</b>			
2	Ferrari	Von Trips and Collins	...	1	Maserati	Godia	92.1 m.p.h.
3	Ferrari	Hawthorn, de Portago and Hamilton	1 lap behind	2	Jaguar	Hamilton	...
<b>August 18: B.R.S.C.C. "Daily Herald" Trophy sports car race, Oulton Park circuit (110.44 miles, 40 laps of 2.761-mile circuit)</b>							
1	Aston Martin	Moss	76.99 m.p.h.	3	Talbot	Behra	...
2	Aston Martin	Brooks	75.43 m.p.h.	<b>November 4: Venezuelan sports car G.P., Caracas (85 laps)</b>			
3	Aston Martin	Parnell	1 lap behind	1	Maserati	Moss	84.33 m.p.h.
<b>August 19: Pescara sports car G.P. (222 miles, 14 laps of 15.9-mile circuit)</b>							
1	Gordini	Manzon	83 m.p.h.	2	Ferrari	Fangio	...
2	Maserati	Taruffi	...	3	Maserati	Behra	3 laps behind
3	Ferrari	Munaron	...	<b>November 25: Australian Tourist Trophy, Melbourne (100 miles, 32 laps of 3.125-mile circuit)</b>			
<b>December 2: Australian G.P., Melbourne (250 miles, 80 laps of 3.125-mile circuit)</b>							
1	Maserati	Moss	96.1 m.p.h.	1	Maserati	Moss	94.63 m.p.h.
2	Maserati	Behra	...	2	Maserati	Behra	...
3	Ferrari	P. N. Whitehead	...	3	Ferrari	Wharton	...

## Formula 3

Place	Car	Driver	Average Speed	Place	Car	Driver	Average Speed
<b>April 2: B.A.R.C. Earl of March Trophy, Goodwood (16.8 miles, 7 laps of 2.4-mile circuit)</b>							
1	Cooper	Bueb	83.24 m.p.h.	<b>June 23: B.A.R.C. Midsummer meeting, Aintree (30 miles, 10 laps of 3-mile circuit)</b>			
2	Cooper	Davis		1	Cooper	Russell	78.77 m.p.h.
3	Cooper	Allison		2	Cooper	S. Lewis-Evans	
				3	Cooper	Bridger	
<b>April 2: B.R.S.C.C. "Sporting Record" Trophy, Brands Hatch (2 heats of 10 laps, 2 finals of 10 and 15 laps, 1.24-mile circuit)</b>							
1	Cooper	Wicken	72.31 m.p.h.	<b>July 14: B.R.D.C. British G.P. meeting, Silverstone (50 miles, 17 laps of 2.93-mile circuit)</b>			
2	Cooper	S. Lewis-Evans		1	Cooper	Russell	75.74 m.p.h.
3	Cooper	Boshier-Jones		2	Cooper	Wicken	
				3	Cooper	Bridger	
<b>April 21: B.A.R.C. Aintree 200 meeting (30 miles, 10 laps of 3-mile circuit)</b>							
1	Cooper	Davis	79.41 m.p.h.	<b>August 6: B.R.S.C.C. Brands Hatch meeting (2 heats of 16 laps, final 24 laps, 1.24-mile circuit)</b>			
2	Cooper	S. Lewis-Evans		1	Cooper	Russell	71.40 m.p.h.
3	Cooper	Bueb		2	Cooper	S. Lewis-Evans	
				3	Cooper	Bueb	
<b>May 5: B.R.D.C. "Daily Express" Trophy meeting, Silverstone (50 miles, 17 laps of 2.93-mile circuit)</b>							
1	Cooper	Russell	80.94 m.p.h.	<b>August 18: B.R.S.C.C. John Bull Trophy, Oulton Park (2 heats of 10 laps, final 12 laps, 2.761-mile circuit)</b>			
2	Cooper	Davis		1	Cooper	S. Lewis-Evans	73.94 m.p.h.
3	Cooper	Bueb		2	Cooper	Russell	
				3	Cooper	Parker	
<b>May 19: West Essex C.C. Whitsun meeting, Snetterton (27 miles, 10 laps of 2.7-mile circuit)</b>							
1	Cooper	Russell	81.96 m.p.h.	<b>September 8: B.A.R.C. Goodwood meeting (12 miles, 5 laps of 2.4-mile circuit)</b>			
2	Cooper	Bridger		1	Cooper	Russell	83.33 m.p.h.
3	Cooper	Robinson		2	Cooper	Parker	
				3	Cooper	Davis	
<b>May 21: B.A.R.C. Whitsun meeting, Goodwood (28.9 miles, 12 laps of 2.4-mile circuit)</b>							
1	Cooper	Russell	82.14 m.p.h.	<b>September 22: Mid-Cheshire M.C. Gold Cup meeting, Oulton Park (41.4 miles, 15 laps of 2.761-mile circuit)</b>			
2	Staride	Fenning		1	Cooper	Russell	80.63 m.p.h.
3	Revis	Bicknell		2	Cooper	S. Lewis-Evans	
				3	Cooper	Bridger	
<b>May 21: B.R.S.C.C. Redex Challenge Trophy, Crystal Palace (3 heats of 7 laps, final 10 laps, 1.39-mile circuit)</b>							
1	Cooper	Bueb	74.65 m.p.h.	<b>September 29: B.R.S.C.C. Commander Yorke Trophy, Silverstone (2 heats of 10 laps, 2 finals of 10 and 63 laps, 2.93-mile circuit)</b>			
2	Cooper	S. Lewis-Evans		1	Cooper	Boshier-Jones	75.05 m.p.h.
3	Cooper	Wicken		2	Cooper	H. C. Taylor	
				3	Cooper	Bueb	

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## Chief British Hill-Climbs

Place	Car	Driver	Time Seconds
<b>May 6: Prescott.</b>			
1	Cooper	Christie	43.65
2	Cooper	Marsh	43.75
3	Cooper	Wharton	44.15

<b>June 16: Shelsley Walsh.</b>			
1	E.R.A.	Wharton	40.91
2	Cooper	Christie	41.87
3	Cooper	Wharton	42.55

<b>July 7: Rest-and-be-Thankful.</b>			
1	Cooper	Marsh	53.75
2	Cooper	Christie	55.37
3	E.R.A.	Wharton	55.86

<b>July 26: Bouley Bay.</b>			
1	Cooper	Wharton	52.60
2	Cooper	Marsh	52.80
tie	Cooper	Christie	

<b>August 18: Craiganiet.</b>			
1	Lotus	Templeton	87.13
2	Cooper	Graham	87.36
3	Cooper	Jamison	88.17

Place	Car	Driver	Time Seconds
<b>August 23: Shelsley Walsh.</b>			
1	Cooper	Marsh	36.02
2	Cooper	Wharton	36.56
3	Cooper	Christie	37.16

<b>September 9: Prescott.</b>			
1	Cooper	Christie	44.45
2	Cooper	Marsh	44.98
3	Connaught	Christie	45.27

## Speed Trials

<b>August: 4 Great Ayclum.</b>			
1	Cooper	Marsh	20.60
2	Cooper	Marsh	21.62
3	Cooper	Rivers-Fletcher	21.85

<b>September 1: Brighton.</b>			
1	E.R.A.	Wharton	23.34
2	E.R.A.	Wharton	23.58
3	Connaught	R. Walker	24.40

## Trials

**January 6-7: M.C.C. Exeter Trial**  
28 first-class awards; 25 second-class awards; 33 third-class awards.

**January 29: Peterborough M.C. Warco Cup Trial**  
Warco Cup (best performance): Cannon IX (R. Kemp). Peterborough M.C. Trophy: J. L. Thompson. 1 first-class award; 1 second-class award.

**February 5: Hagley and District L.C.C. Clee Hill Trial**  
Clee Hill Trophy (best performance): Chandler (E. J. Chandler). Bell Cup (second): M. and L. (M. H. Lawson). Bromsgrove Cup (third): Cannon IX (R. Kemp). 1 first-class award; 3 second-class awards. Team award: J. Deeley, F. T. Lewis and B. J. Bodenham.

**February 19: North Midland M.C. Kitching Trophy Trial.**  
Kitching Trophy (best performance): M. and L. (M. H. Lawson). Parker Trophy (second): Cannon VII (G. Newman). Noble Trophy (third): Paul Spl. (R. Faulkner). Senior Trophy (fourth): Cannon XIV (M. R. B. Cannon). 6 souvenir awards. Team award: G. Newman, M. R. B. Cannon and R. Chappell.

**March 11: Yorkshire S.C.C. 4-44 Trophy Trial**  
4-44 Trophy (best performance): Austin (J. S. Jenkins). 3 first-class awards.

**March 24: Sunbeam Colmore Trophy Trial**  
Colmore Trophy (best performance): Paul Spl. (R. W. Faulkner). Rhoda Cup (second): Fairley (R. W. Phillips). 1 special award; 10 souvenir awards.

**March 30-31: M.C.C. Land's End Trial**  
41 first-class awards; 19 second-class awards; 25 third-class awards.

**March 31: Mid-Cheshire M.C. Wiltshire Trophy Trial**  
Wiltshire Trophy (best performance): Austin (J. S. Jenkins). Lilley Trophy (second): Cannon (J. Appleton). Hall Trophy (third): Lotus (M. H. Lawson). 3 first-class awards. Team award: J. Appleton, R. Chappell and G. J. Newman.

**April 6: Darlington and District M.C. Roderick Gray Sporting Trial**  
Best performance: F. Harrison. Second: Ford (D. Ackernley). 2 first-class awards; 1 special award.

**April 22: Lancashire and Cheshire C.C. Derbyshire Sporting Trial**  
Quick Trophy (best performance): Cannon VII (G. Newman). Kulkla Brewer Trophy (second): Fairley (R. W. Phillips). Higher Road Trophy (third): M. and L. (M. H. Lawson). 2 special awards; 3 first-class awards. Team award: G. Newman, R. Chappell and J. H. Appleton.

**September 23: West Hants and Dorset C.C. Knott Cup Trial**  
Knott Cup (best performance): M. and L. (M. H. Lawson). Visitor's Cup: Chandler (E. J. Chandler). Ship Cup (best member): Paul Spl. (R. W. Faulkner). Class Cup: Cannon IX (R. Kemp). 2 first-class awards; 2 second-class awards.

**September 30: Taunton M.C. Allen Trophy Trial**  
Allen Trophy (best performance): Cannon IX (R. Kemp). Second: Paul Spl. (R. W. Faulkner). Third: P.A.B. Spl. (B. H. Dees). 1 first-class award; 1 second-class award; 1 third-class award. Team award: B. Blundell, R. Kemp, and R. W. Faulkner.

**October 5-6: M.C.C. Derbyshire Trial**  
15 first-class awards; 12 second-class awards; 6 third-class awards.

**October 7: Yorkshire S.C.C. and S.A.R.C. (Yorkshire Centre). Stone Trough Trial**  
Stone Trough (best performance): Trafford (N. Carr). Thomas Ramadan Trophy (second): Harriord (T. C. Harrison). Third: Ford (J. D. Ackernley). 3 first-class awards. Team award: T. C. Wise, G. Gartside and T. C. Harrison.

**October 21: Maidstone and Mid-Kent M.C. Bossum Trophy Trial**  
Bossum Trophy (best performance): S.C.S. (R. Chappell). Anstey Trophy (second): Cannon VII (G. Newman). Kenneth Riley Trophy (third): M. and L. (M. H. Lawson). Founders Trophy (fourth): B.B.S. (B. Blundell). 2 first-class awards. Team award: R. Chappell, G. Newman and B. H. Dees.

**October 28: Sheffield and Hallamshire M.C. High Peak Trial**  
High Peak Trophy (best performance): S.C.S. (R. Chappell). Beeston Trophy (second): P.A.B. Spl. (B. H. Dees). Needham Trophy (third): Cannon VII (G. Newman). 4 special awards. Team award: R. Chappell, B. H. Dees and G. Newman.

**November 4: Shenstone and District C.C. Chase Trophy Trial**  
Chase Trophy (best performance): Exapence (F. P. Highwood). Second: Fairley (R. W. Phillips). Best member: Cranford (J. Deeley). 4 first-class awards; 2 second-class awards. Team award: B. Blundell, E. J. Chandler and J. C. Smith.

**November 17: Bristol M.C. and L.C.C. Roy Fedden Trophy Trial**  
Roy Fedden Trophy (best performance): S.C.S. (R. Chappell). Alexander Duckham Cup (second): M. and L. (M. H. Lawson). Daphne Trophy (third): M.H.S. (M. Hazelwood). 2 first-class awards; 3 second-class awards.

## Major Rallies

**January 16-23: Monte Carlo Rally**  
1 Jaguar ... Adams and Bigger ... 213 marks lost  
2 Mercedes-Benz ... Schock and Raabe ... 219 marks lost  
3 D.K.W. ... Grosgeat and Biagini ... 227 marks lost

**February 4-5: Thames Estuary A.C. Cats' Eyes Rally**  
Best performance: Ford Zephyr (A. C. Davis and V. M. Prior), 155 marks lost. Touring cars up to 1,300 c.c.: Ford Anglia (G. E. Todd), 195. 1,301 to 1,600: M.G. Magnette (D. C. Bull), 370. 1,601 to 2,500: Ford Zodiac (G. F. Faulkner), 240. Over 2,500: Jaguar Mark VII (J. Pocock), 225. Sports cars up to 1,300 c.c.: Austin A.40 Sports (R. J. Randall), 465. 1,301 to 1,600: M.G.A. (S. Moore), 160. 1,601 to 2,500: Triumph TR2 (C. M. Soward), 325. Over 2,500: Jaguar XK140 (S. P. A. Freeman). Special cars: Austin A.50 (D. Johns), 245.

**February 24-25: Sestriere Rally**  
1 Mercedes-Benz ... Schock and Moll ... 12.0 marks lost  
2 B.M.W. ... Gutbrod and Schwind ... 13.3 marks lost  
3 Alfa Romeo ... Taramazzo and Gerino ... 25.7 marks lost

**March 6-11: R.A.C. Rally of Great Britain**  
1 Aston Martin ... L. O. Sims, J. Ambrose and R. Jones ... 29.2 marks lost  
2 Jaguar ... I. and Mrs. Appleyard ... 60.0 marks lost  
3 Morgan ... J. T. Spare and M. H. Meredith ... 54.8 marks lost

**March 16-18: Lyon-Charbonnières Rally**  
1 Porsche ... Gacon and Arcan ... 0 marks lost  
2 Porsche ... Storez and Mlle. Thirion ... 0 marks lost  
3 Salomon ... Coston and Leclère ... 0 marks lost

**March 30-April 2: Scottish S.C.C. Highland Three Days Rally**  
Best performance: Standard Ten (T. J. Threlfall), 66.0 marks lost. Production touring cars up to 1,000 c.c.: Ford (R. D. Macpherson), 96.5. 1,001 to 1,600: Ford Anglia (A. Mackenzie), 102.0. Over 1,600: Sunbeam (D. Jack), 92.0. Special touring cars up to 1,600 c.c.: Standard Ten (T. J. Threlfall), 66.0. Over 1,600: Jaguar (M. A. G. Meikle), 124.0. Sports cars up to 1,600 c.c.: M.G. TF (L. S. Cordingley), 112.5. Over 1,600: Triumph TR2 (R. W. Dalglish), 79.0.

**March 30-April 3: Ulster A.C. Circuit of Ireland Trial**  
Best performance: Triumph TR3 (R. C. and Mrs. McKinney), 359.95 marks lost. Visitor's award: Triumph (M. D. D. Heather and B. F. Geary), 372.35. Touring cars up to 1,000 c.c.: D.K.W. (R. Noble and R. Graham), 402.25. 1,001 to 1,300: Volkswagen (M. J. O'Mahoney and R. H. Tilson), 383.95. Over 1,300: Hillman (J. Peile and R. Bell), 395.75. Sports cars: Triumph TR3 (R. C. and Mrs. McKinney), 359.95.

**April 26-29: Acropolis Rally**  
1 Mercedes-Benz ... Schock and Moll ... 0 marks lost  
2 D.K.W. ... Filinas and Chrysikopoulos ... 0 marks lost  
3 Panhard ... Fabre and Mme. Redon ... 0 marks lost

**April 27-28: Midland A.C. "Birmingham Post" Rally**  
Best performance: Triumph TR2 (J. W. Waddington and J. M. Wood), 2.2 marks lost. Production touring cars up to 1,000 c.c.: Standard Ten (F. J. and Mrs. Hook), 42.4. 1,001 to 2,000: Volkswagen (W. G. E. Mackintosh and G. S. Turner), 16.2. Over 2,000: Sunbeam (A. C. Whatmough and R. G. Armstrong), 130.0. Grand touring, modified touring and production sports cars up to 1,600: MGA (J. N. M. Hills and J. K. Morris), 23.6. Over 1,600: Triumph TR2 (J. W. Waddington and J. M. Wood), 2.2.

## Major Rallies . . .

### May 6-12: Tulip Rally

1 Austin A.30 ...	R. and E. Brookes ...	116.17 marks lost
2 Standard Eight ...	Wallwork and Bleakley ...	120.49 marks lost
3 Standard Eight ...	Hopkirk and Garvey ...	121.35 marks lost

### May 11-13: Lancashire A.C. Morecambe National Rally

1 Triumph TR2 ...	J. W. Waddington ...	...
2 Triumph ...	A. Birkett ...	...
3 Volkswagen ...	W. G. E. Mackintosh ...	...

### May 21-25: R.S.A.C. Scottish Rally.

Touring cars up to 1,000 c.c.: Renault (B. W. Fursdon), 276 marks gained. 1,001 to 1,600: Ford Anglia (Miss P. Read), 304. 1,601 to 2,400: Riley (R. S. Taylor), 305. Over 2,400: Rover (J. F. Gibbon), 330. Grand touring and modified touring cars up to 1,300 c.c.: Ford Anglia (G. M. Smellie), 310. 1,301 to 2,400: Porsche (P. S. Hughes), 340. Over 2,400: Jaguar XK140 (J. Hally), 306. Sports cars up to 1,600 c.c.: H.R.G. (N. T. Lichgow), 325. 1,601 to 2,400: Triumph TR2 (T. B. D. Christie), 317. Over 2,400: Austin-Healey (W. Potts), 303.

### May 25-27: Geneva Rally.

1 D.K.W. ...	Brugger and Karrer ...	0.50 marks lost
2 Porsche ...	Beyer and Perrot ...	1.00 marks lost
3 Alfa Romeo ...	Martignoni and Vanini ...	5.10 marks lost

### May 29-June 3: Midnight Sun Rally.

1 Volkswagen ...	Bengtsson and Righard ...	7.60 marks lost
2 Volkswagen ...	Jansson and Grennberg ...	7.85 marks lost
3 Saab ...	C. and R. Skogh ...	9.00 marks lost

### June 16-17: Hants and Berks M.C. Mobilgas Economy Run

Best performance: Austin A.90 (H. G. W. Kendrick and Miss P. L. Wright), 29.74 true m.p.g., 29.74 corrected m.p.g. after deduction of penalties. Production cars up to 1,000 c.c.: Renault 750 (B. J. and Mrs. Cumbers), 66.12 m.p.h., 63.62. 1,001 to 1,600: Volkswagen (A. E. Bengry and C. W. F. McKean), 44.02 m.p.g., 43.02. 1,601 to 2,400: Armstrong Siddeley Sapphire (D. W. Eldred and J. M. Reading), 29.14 m.p.g., 29.14. Over 2,400: Austin A.90 (H. G. W. Kendrick and Miss P. L. Wright), 29.74 m.p.g., 29.74. All comers: Triumph TR2 (G. Heape and A. C. Slade), 64.06 m.p.g., 55.06.

### June 21-24: Wiesbaden Rally.

1 Saab ...	Jonsson and Persson ...	0 marks lost
2 Porsche ...	Nathan and Denk ...	0 marks lost
3 Fiat ...	Vomfell-Schoetler ...	3.4 marks lost

### June 22-23: Plymouth M.C. Plymouth Rally.

1 Triumph TR2 ...	J. W. Waddington ...	0 marks lost
2 Standard ...	I. D. L. Lewis ...	6.2 marks lost
3 Austin A.90 ...	L. Griffiths ...	9.4 marks lost

### July 6-13: Alpine Rally.

Coupees des Alpes: Alfa Romeo (Collange and Huguot), Porsche (Buchet and Storez), Porsche (Rickert and Kriplen), Denzel (Blanchard and Jousheaux), Ferrari (Estager and Pebrel), Porsche (Strahle and Wencher), Ford Zephyr (T. C. and E.

Harrison), Triumph (Gatsonides and Pennybacker), Denzel (M. and F. Lauga), Peugeot (David and Metin), Aston Martin (de Salis and MacGregor), Ford Zephyr (Scott and Asbury), Triumph (Hopkirk and Cave), Triumph (J. and P. Kay), M.G. (Mrs. N. Mitchell and Miss P. Faichney), Triumph (Griffiths and Blockley), Triumph (Wisdom and Miss Wisdom).

### August 29-September 2: Liège-Rome-Liège Rally.

1 Mercedes-Benz ...	Mairese and Genin ...	540 marks lost
2 Porsche ...	Storez and Buchet ...	1,040 marks lost
3 Ferrari ...	Gendebien and Scasse ...	1,525 marks lost

### September 14-17: Viking Rally.

1 Saab ...	C. M. and R. Skogh ...	24.0 marks lost
2 Saab ...	Carlsson and Helm ...	27.1 marks lost
3 Peugeot ...	Johansson and Bohm ...	34.7 marks lost

### September 17-23: Tour de France.

1 Ferrari ...	De Portago and Nelson ...	7,307,740 marks lost
2 Mercedes-Benz ...	Moss and Houel ...	7,405,730 marks lost
3 Ferrari ...	Gendebien and Ringoir ...	7,771,945 marks lost

### September 21-22: London M.C. London Rally.

Best performance: Triumph TR2 (J. W. Waddington and J. M. Wood), 36 min. penalty. Runner-up in winning category: Triumph TR2 (F. Snaylam and T. Warburton), 48 min. Best in opposite category: Sunbeam Rapier (J. H. Ray and J. Dixon), 51 min. Best modified car: Standard Ten (I. D. Lewis and T. Johnson), 54 min. Best novice: Ford (A. H. Preston and T. Brand), 63 min.

### September 26-30: Adriatic Rally.

1 Porsche ...	Scrahe and Wercher
---------------	--------------------

### October 13-14: Sheffield and Hallamshire M.C. Rally of the Dams.

Best performance: M.G. (H. E. Rumsey and W. Cave). Runner-up: M.G. (D. C. Bull and A. N. Jones). Production touring cars: Renault (A. H. Hill and H. Beaumont). Grand touring and modified touring cars: Triumph (J. W. Waddington and J. M. Wood). Production sports and special cars: A.C. Ace (I. Claxton-Smith and J. C. Hanson).

### November 1-4: Iberian Rally.

1 Mercedes-Benz ...	Stock
2 Alfa Romeo ...	Camps
3 Porsche ...	Valente

### November 2-4: Tour de Belgique.

Up to 1,000 c.c.: Renault Dauphine (Mille, Thirion and Mme. Renaud), 135 marks lost. 1,001 to 1,300: Fiat (Schoters and Hansez), 561.5. 1,301 to 1,600: Porsche (W. and G. Sander), 78.3. Over 1,600: Lancia (Virton and Berger), 17.2.

### November 8-10: M.C.C. National Rally.

1 Triumph TR2 ...	R. W. Dalglish ...	11.08 marks lost
2 M.G.A. ...	R. N. Richards ...	12.34 marks lost
3 Triumph ...	D. O'M. Taylor ...	12.54 marks lost

A Pictorial Survey of the Year's Sport appears on pages 956-9.



## ARGENTINE SEASON

### HAWTHORN FOR FERRARI

EARLY IN JANUARY comes the first of the season's World Championship races—the Argentine Grand Prix, on January 13; this race sets off the Argentine season, or *Temporada*—the G.P., the Buenos Aires 1,000-km sports-car event on January 20, and the formula 1 City of Buenos Aires G.P. on January 27. Earlier this month, six of the modified D50 Lancia-Ferrari G.P. cars sailed in the *Toscanelli* from Genoa for the Argentine; today, the *Augustus* is leaving with four 3½-litre, 12-cylinder sports cars. Drivers—Collins, Castellotti, Hawthorn, Musso, Perdissio and de Porago—are leaving early next month by air.

Both the Grand Prix and the City of Buenos Aires G.P. are to be run on the Autodrome; the 1,000-km race will be held this year on a street circuit, along a sort of promenade which gives on to the River Plate—on which Buenos Aires, of course, is located. My informant says that it is a good circuit, should be reasonably fast, and is much more accessible

than previous 1,000-km sites. More important, it is easier to seal off than previous circuits used for the race. These have included the Autodrome and parts of a dual-carriageway—which resulted in a big financial loss for the organizers because some parts were not closed off and people did not have to pay.

Apart from the official Ferrari and Maserati entries in the Grand Prix, two Gordinis have been entered (Manzon to drive one) and Taruffi, Scarlati and de Tumasio are down to drive privately entered Maseratis.

In the 1,000-km sports-car race a week later there are the four 3.5-litre vee-twelve Ferraris, the three works Maseratis (which may be 4½-litre vee-eights), four Osas (Kimberley, Mières in a new car with desmodromic valves, and American and Venezuelan entries), *Ecurie Ecosse* D-type Jaguars (two cars), another D-type driven by Gomez Mena, a works Porsche (Jaroslav Juhan), a Mercedes-Benz 300SL (Kovacs), an Austin-Healey 100 and a 2.6-litre Ferrari, a 3-litre Maserati and a 1,500 Maserati, and a 3-litre works-entered Gordini.

MIKE HAWTHORN has signed with Scuderia Ferrari to drive in Grands Prix and sports-car races next season.

SHOWPIECE at the Aston Martin O.C. annual Christmas Party and Prizegiving (Rubens Hotel, London, December 15) was Derek Edwards' 1930 International engine and radiator—glistening like the sun, with its four Amal carburetors. Only the previous afternoon, the engine had been propelling the car round London. Among the prizes and awards

handed out was the Avon International Trophy—presented in memory of the late Arthur Bryant for annual competition among American drivers of Aston Martins. The Marquess Camden accepted the Trophy on behalf of the A.M.O.C. from C. H. Mason of the Avon company, and Jack Wallace, chief marshal of the Club, accepted the Trophy on behalf of Jack Graham, this year's winner—who lives in California.

Derek Edwards with the immaculate Aston Martin "International" engine at the A.M.O.C. Christmas Party.



## The Sport

Australian drivers, Stan Jones (left) and Reg Hunt, with Prince Birabongse, who was in Melbourne as one of the competing yachtsmen in the Olympic Games. Jones and Hunt both own 250F G.P. Maseratis, and met in a spirited battle in the recent Australian Grand Prix



**NOT FOR NOTHING** do Maseratis go motor racing in Australia. Now Whiteford, three times winner of the Australian G.P. in a Lago-Talbot, has bought the 300S sports car in which Behra finished second in the Australian Tourist Trophy; this makes the fifth privately owned racing or sports-racing Maserati in Australia. Whiteford's first appearance in the car was at the opening meeting on the Phillip Island circuit on December 15—where it was beaten by Brabham's Cooper-Climax.

Team manager Ugolini apparently was impressed by the keenness of the crowds, telling the organizers that there were twice as many spectators at Albert Park for the G.P. as normally turn out for the Italian G.P. at Monza. He said that the works cars would probably go to Australia again in 1957 or 1958.

**THE SUGGESTION** of a Connaught Supporters' Club has apparently been accepted with enthusiasm, and John Webb, who put up the idea, would like to thank the considerable number of people who have replied to his letter (*The Autocar*, December 7). The formation of the Club is to go ahead—and it is to be called the Connaught Grand Prix Car Club. It seems, judging by the present inflow of cash, that something like £5,000 will be raised annually. It is not intended that this sum shall be used for development of the cars, but rather to augment, at the rate of £250 per event, the starting money offered to the team by race organizers—and at foreign events only. So the result of it all will be that Connaughts can run in many more European events than they have this season.

**A D.K.W.**, driven by Gunther Ahrens, Heinz Meyer and the Swiss drivers Thailer and Barbay, recently made successful attempts at several Class G

(750-1,100 c.c.) long-distance records on the Monza circuit. The car, which had been fitted with a very light streamlined plastic body, covered 10,000 km at an average of 86.65 m.p.h. Intermediate distances were 4,000 miles at an average of 87.51 m.p.h., 5,000 miles at 86.15 m.p.h., and 48 and 72 hours at 87.58 and 86.65 m.p.h. respectively.

These figures are, of course, still subject to confirmation as records by the F.I.A.

**SACKCLOTH AND ASHES.** The twelve Grand Prix Maserati engine, referred to in last week's issue under the heading "Recent News from Maserati," is, of course, of 2½ litres capacity and not 4½.

PETER GARNIER.

## COMING SHORTLY

- DECEMBER 31.**—Epping Forest M.A. Film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 8 p.m.  
**31.**—West Essex C.C. New Year's Eve dance, The Kings Head, Chigwell, Essex.  
**JANUARY 1.**—Leicestershire C.C. New Year's Day dance, County Arms Hotel, Blaby, near Leicester, 8 p.m.  
**3.**—Sunbac. Annual party, Sutton Town Hall, Sutton Coldfield, Warwickshire, 7.30 p.m.  
**4.**—North London Enthusiasts' C.C. Annual dinner and dance, Hendon Hall Hotel, Hendon, London, N.W.4, 7 p.m.  
**5.**—Bristol M.C. and L.C.C. Poole Trophy Trial.  
**7.**—Windsor C.C. Film show, The Swan, Clewer, near Windsor, Berkshire, 8 p.m.  
**8.**—Northampton and District C.C. Film show, Romany Hotel, Northampton, 8 p.m.  
**9.**—Triumph Sports O.A. (West Midland Branch). Film show, Queen and Castle Hotel, Kenilworth, Warwickshire, 8 p.m.  
**12.**—New Zealand G.P., Auckland.  
**13.**—Argentine G.P., Buenos Aires.



## PORSCHE and ECONOMY

When you are not in a real hurry, it is worth remembering that the Porsche will average 40 m.p.g.

## FRAZER-NASH

Porsche Concessionaires  
Isleworth—Middlesex  
Hounslow 0011

Welbeck View-Point  
(No. 80 of a Series)

## The Singer Gazelle —a summing-up.

**Mike Hawthorn.** "It takes only a moment of so, even in heavy traffic, to realise it has an exceptional engine. It is the well-tried Singer motor and what a pugnacious little brute it is. It gives far better acceleration and performance than you have any right to expect for the money. The steering is light and positive. The Gazelle picks its way rapidly and neatly. Cornering is as prosaic as teeth-cleaning. There is none of that sense of unhappy adventure I sometimes meet..." (*Sunday Express*)

**Basil Cardew.** "It purred along happily at 60 miles an hour and touched 80 with my foot down on the throttle. Third gear performance was terrific, exceeding 60 without a sign of valve bounce from the sturdy, tough engine. We averaged 28 miles to the gallon, a low consumption for a full-sized five-seater that could be used for six. The Gazelle swung round the roundabouts on the arterial roads at speed (always a good test) without a roll. I felt I was driving a little, like a winner for the hard-cash markets abroad as well as at home." (*Daily Express*)

**The Autocar.** "This latest Singer had a ready-made market. Rarely since the war has there been a fairly small family car built to the high standards of quality and finish normally associated with larger, more expensive models. Here is an economical four-seater offered at a competitive price, with the traditional finish of the good-class British car. Handling, performance and appearance add to its attraction."

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**SINGER**  
Gazelle

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Tick your car and post off so that we can send literature by return.

<b>AUSTIN A.30</b>	<b>MORRIS MINOR</b>
<b>AUSTIN A.40</b>	<b>MORRIS COWLEY</b>
<b>AUSTIN A.50</b>	<b>MORRIS OXFORD</b>
<b>STANDARD 8.</b>	

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**Alexander Engineering Co. Ltd.**  
**Haddenham, Bucks**

Telephone: Haddenham (Bucks) 345



The Sun Oil Company, of Florida, U.S.A., has developed and produced an ingenious blending pump. This enables low-grade fuel to be delivered with whatever lacing of high octane fuel may be required to suit a particular engine. Thus motorists may buy exactly the octane rating required, hereby effecting financial saving without having to move from one pump to another while filling up.



## Trade & Industry



As a contribution to overcoming the lack of knowledge on the part of many service mechanics in all countries on the principles and practice of automobile engine and electrical servicing, a new Training Course has been published by Crypton Equipment, Ltd., Bridgwater, Somerset. The course is said to include twelve complete lessons, six of which deal with engine servicing and six with electrical servicing. It was written by Mr. S. G. Mundy, M.I.Mech.E., M.I.E.E., M.I.M.I., and costs £2 2s.

Mr. H. J. Billing, who joined Metalastik, Ltd., in 1951, has been appointed sales manager. He served his apprenticeship with L. Gardner and Co., and has been associated with E.R.A. and the

Mr. John F. Marshall has been appointed secretary of Mercedes-Benz (Great Britain), Ltd.

Castrol lubrication charts are now available for the following models: Fiat 600; new Ford Consul, Zephyr and Zodiac; Jaguar 2.4-litre; Standard Vanguard (Phase III) and estate car; Sunbeam Rapier; Wolseley Fifteen-Fifty; Wolseley Six-Ninety. Copies are available without charge on request to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, London, W.1.

Douglas (Kingswood), Ltd., the Bristol manufacturers of the Vespa motor scooter, are supplying an economy carburettor jet and needle without charge to any Vespa owner who writes to the company at Kingswood, Bristol. The modification is said to improve m.p.g. by up to 30 per cent—inevitably at the cost of some sacrifice of performance.

George W. King, Ltd., of Stevenage, Hertfordshire, have been awarded a contract with an ultimate value of more than £500,000 for an automatic mechanical handling scheme for a paint plant of Simca, the French car manufacturers. The plant will have an electronic "brain" manufactured by E.M.I. Electronics, Ltd., of Hayes, Middlesex.

The Standard Motor Co., Ltd. have formed a library of 16mm films, the majority of which are in colour. Dealers, technical colleges, educational organizations and motor clubs may borrow these films free of charge. The films include the 1955 Le Mans Race, 1956 Monte Carlo and Alpine Rallies. There are also technical films which will be of interest to students, and a travel film has been produced especially for overseas customers.



Mr. H. J. Billing, A.M.I.Mech.E.

Standard Motor Co., Ltd. He was in the research department of the Rover Co., Ltd., for four years, and with the Shell company for seven years, working at the Thornton aero engine laboratory and afterwards as technical adviser in Brazil.

## NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
<b>A.C.</b>			<b>Chrysler (continued)</b>		
Petite Mk. II ...	265 0 0	331 18 6	New Yorker ...	2,615 0 0	3,923 17 0
Petite Mk. II de luxe...	290 0 0	363 3 6	Town and Country ...	2,600 0 0	3,901 7 0
Ace 2-seater ...	1,100 0 0	1,651 7 0	Imperial ...	2,995 0 0	4,493 17 0
Aceca 2-seater coupé	1,375 0 0	2,063 17 0	Imperial Southampton	2,890 0 0	4,336 7 0
Ace with Bristol eng.	1,340 0 0	2,011 7 0	(Including heater, radio and automatic transmission.)		
Aceca with Bristol eng.	1,585 0 0	2,378 17 0	<b>CHRYSLER</b>		
2-litre ...	1,107 19 4	1,663 4 0	<b>PLYMOUTH</b>		
<b>ALFA ROMEO</b>			Plaza 6 ...	1,475 0 0	2,213 17 0
1,300 Giulietta ...	1,225 0 0	1,838 17 0	Savoy 6 ...	1,608 0 0	2,413 7 0
1,300 Giulietta Spider	1,495 0 0	2,243 17 0	Belvedere 6 ...	1,678 0 0	2,518 7 0
1,300 Giulietta Sprint	1,535 0 0	2,348 17 0	Savoy V8 ...	1,656 0 0	2,485 7 0
1,300 Giulietta Veloce	1,895 0 0	2,843 17 0	Belvedere V8 ...	1,719 2 0	2,590 7 0
1,900 Super ...	1,695 0 0	2,543 17 0	(convertible)	1,789 0 0	2,684 17 0
1,900 Primavera ...	1,950 0 0	2,926 7 0	Savoy 6 Suburban	1,744 0 0	2,617 7 0
1,900 Super Sprint ...	2,450 0 0	3,676 7 0	(Including heater, radio, automatic transmission.)		
<b>ALLARD</b>			<b>CITROEN</b>		
12R sports racer ...	1,722 0 0	2,584 7 0	2 c.v. ...	398 0 0	598 7 0
Palm Beach (Ford) ...	1,300 0 0	1,976 7 0	DS19 ...	1,150 0 0	1,726 7 0
Palm Beach (Jaguar) ...	1,300 0 0	1,976 7 0	<b>CONTINENTAL</b>		
<b>ALVIS</b>			Mark II coupé ...	4,690 0 0	7,036 7 0
3-litre Graber ...	2,300 0 0	3,451 7 0	<b>DAIMLER</b>		
<b>A-SIDDELEY</b>			Conquest Century II...	995 15 4	1,495 0 0
Sapphire 234 ...	940 0 0	1,411 7 0	(automatic) ...	1,119 2 0	1,680 0 0
Sapphire 246 ...	959 0 0	1,439 17 0	Drop-head coupé ...	1,262 8 8	1,895 0 0
(manumatic) ...	1,215 0 0	1,823 17 0	One-Of-Four ...	1,595 15 4	2,395 0 0
Sapphire 346 ...	1,215 0 0	1,823 17 0	(automatic) ...	1,719 2 0	2,580 0 0
(automatic) ...	1,404 0 0	2,107 7 0	Lady's model ...	1,729 2 0	2,595 0 0
Limousine (automatic)	2,099 0 0	3,149 17 0	(automatic) ...	1,852 8 8	2,780 0 0
<b>ASTON MARTIN</b>			D.K.400 limousine ...	2,795 15 4	4,195 0 0
D.B. 2-4 ...	2,050 0 0	3,076 7 0	<b>DELLOW</b>		
<b>AUSTIN</b>			Mark IIC sports ...	465 0 0	698 17 0
A.35 2-door ...	360 0 0	541 7 0	Mark IIE sports ...	500 0 0	751 7 0
2-door de luxe ...	368 10 0	554 9 6	Mark V lightweight...	525 0 0	788 17 0
A.35 4-door ...	381 10 0	573 12 0	<b>D.K.W.</b>		
4-door de luxe ...	384 17 4	578 13 3	Saloon de luxe ...	665 0 0	998 17 0
A.35 Countryman ...	425 0 0	638 17 0	Fixed-head coupé ...	690 0 0	1,036 7 0
A.40 Cambridge ...	503 0 0	755 17 0	Four-door ...	724 0 0	1,087 7 0
A.40 de luxe ...	535 0 0	803 17 0	Cabriolet 4-seater ...	820 0 0	1,231 7 0
A.50 Cambridge ...	514 0 0	772 7 0	Cabriolet 2-seater ...	980 0 0	1,471 7 0
A.50 de luxe ...	565 0 0	820 17 0	<b>DOGE</b>		
A.95 Westminster ...	665 0 0	998 17 0	Kingsway de luxe 6 ...	1,650 0 0	2,476 7 0
A.95 de luxe ...	695 0 0	1,043 17 0	Kingsway Custom 6 ...	1,694 0 0	2,542 7 0
A.95 Countryman ...	810 0 0	1,216 7 0	Kingsway de luxe V8 ...	1,698 0 0	2,548 7 0
A.105 ...	799 0 0	1,199 17 0	Kingsway Custom V8 ...	1,742 0 0	2,614 7 0
A.135 L.W.B. Saloon...	2,150 0 0	3,226 7 0	Custom Royal V8 ...	1,925 0 0	2,883 17 0
L.W.B. limousine ...	2,150 0 0	3,226 7 0	Kingsway 6 Suburban	1,786 0 0	2,680 7 0
Princess IV saloon ...	2,350 0 0	3,376 7 0	Custom Royal V8 con-		
Princess IV limousine	2,360 0 0	3,541 7 0	vertible ...	2,007 0 0	3,011 17 0
<b>AUSTIN-HEALEY</b>			(Including heater, radio, automatic transmission.)		
100 Six ...	762 0 0	1,144 7 0	<b>FAIRTHORPE</b>		
<b>BENTLEY</b>			Atom IM ...	259 17 0	391 2 6
Series 5 ...	3,495 0 0	5,243 17 0	Atom IIA ...	291 17 0	439 2 6
Freestone and Webb	5,000 0 0	7,501 7 0	Atom IIE ...	332 14 0	500 8 0
Hooper ...	4,970 0 0	7,456 7 0	Electron ...	699 0 0	1,049 17 0
H.J. Mulliner ...	4,970 0 0	7,456 7 0	<b>FIAT</b>		
James Young ...	4,970 0 0	7,456 7 0	600 ...	412 10 0	670 2 0
Continental ...	5,070 0 0	7,606 7 0	400 Convertible ...	432 0 0	649 7 0
H.J. Mulliner ...	4,775 0 0	7,163 17 0	Multipia 4/5 ...	532 0 0	799 7 0
Park Ward ...	4,775 0 0	7,163 17 0	Multipia 6 ...	540 0 0	811 7 0
Park Ward coupé ...	4,775 0 0	7,163 17 0	1100 ...	578 10 0	869 2 0
<b>BERKELEY</b>			1100V ...	750 0 0	1,126 7 0
Two-seater ...	362 8 6	574 19 9	1400A ...	774 0 0	1,162 7 0
<b>B.M.W.</b>			1900 ...	980 0 0	1,471 7 0
501 ...	1,377 0 0	2,066 17 0	<b>FORD</b>		
8-cyl. limousine ...	1,638 0 0	2,458 7 0	Popular ...	275 0 0	413 17 0
502 limousine ...	1,792 0 0	2,689 11 0	Anglia ...	360 0 0	541 7 0
503 ...	2,975 0 0	4,463 17 0	Anglia de luxe ...	382 0 0	574 7 0
Fixed head coupé ...	2,975 0 0	4,463 17 0	Prefect ...	395 0 0	593 17 0
507 ...	2,800 0 0	4,201 11 0	Prefect de luxe ...	420 0 0	631 7 0
Isotta Motocoupé ...	260 0 0	399 0 0	Escort estate car ...	414 0 0	622 7 0
<b>BOND Three-wheeler</b>			Squire estate car ...	445 0 0	668 17 0
2-seater ...	221 10 0	278 13 2	Consul ...	520 0 0	781 7 0
Family 4-seater ...	242 0 0	304 7 8	Consul convertible ...	630 0 0	946 7 0
De luxe 2-seater ...	242 0 0	304 7 8	Consul estate car ...	685 0 0	1,028 17 0
De luxe family 4-seater	254 12 1	320 4 1	Zephyr ...	580 0 0	871 7 0
<b>BORGWARD</b>			(automatic) ...	705 0 0	1,058 17 0
Isabella 60 ...	792 15 0	1,190 9 6	Zephyr convertible ...	690 0 0	1,036 7 0
Isabella TS ...	910 10 0	1,367 2 0	Zephyr estate car ...	745 0 0	1,118 17 0
Coupé ...	1,248 13 10	1,874 7 9	Zodiac ...	645 0 0	968 17 0
Station wagon ...	843 10 0	1,266 12 0	(automatic) ...	770 0 0	1,156 7 0
Pullman 2400 ...	1,409 2 1	2,115 0 2	Zodiac convertible ...	835 0 0	1,253 17 0
Saloon (Hansamatic)...	1,501 7 0	2,253 7 6	Zodiac estate car ...	815 0 0	1,223 17 0
<b>BRISTOL</b>			<b>FORD (Canadian)</b>		
405 ...	2,390 0 0	3,586 7 0	Mainline 4-door ...	1,207 0 0	1,811 17 0
Drophead coupé ...	2,450 0 0	3,676 7 0	Customline 4-door ...	1,245 0 0	1,868 17 0
<b>BUICK</b>			Fairlane Town 4-door ...	1,283 0 0	1,925 7 0
43 Riviera ...	1,725 0 0	2,588 17 0	Fairlane Cub 2-door ...	1,264 0 0	1,897 7 0
63 Riviera ...	1,925 0 0	2,888 17 0	Fairlane Country 4-		
53 Riviera ...	2,050 0 0	3,076 7 0	door ...	1,471 0 0	2,207 17 0
59 estate car ...	1,995 0 0	2,993 17 0	Custom Ranch Wagon		
<b>CADILLAC</b>			2-door ...	1,343 0 0	2,023 17 0
6219 ...	2,525 0 0	3,788 17 0	<b>FORD (U.S.A.)</b>		
6239D sedan de ville...	2,750 0 0	4,126 7 0	Thunderbird ...	1,690 0 0	2,536 7 0
6267 convertible ...	2,750 0 0	4,126 7 0	<b>FRAZER NASH</b>		
6019 special ...	2,900 0 0	4,351 7 0	Fast Roadster ...	1,650 0 0	2,476 7 0
6267 Eldorado ...	3,400 0 0	5,101 7 0	Turismo ...	2,150 0 0	3,226 7 0
<b>CHEVROLET</b>			Targa Florio ...	2,250 0 0	3,376 7 0
1/50 4-door ...	1,195 0 0	1,793 17 0	Le Mans ...	2,450 0 0	3,676 7 0
2/10 estate car ...	1,300 0 0	1,951 7 0	Sebring 2-seater ...	2,250 0 0	3,376 7 0
Bel-Air ...	1,265 0 0	1,898 17 0	<b>GOGGOMOBIL</b>		
Bel-Air Sport ...	1,315 0 0	1,973 17 0	T.300 ...	329 0 0	494 17 0
Corvette ...	1,815 0 0	2,723 17 0	Sliding head ...	336 0 0	505 7 0
<b>CHRYSLER</b>			<b>HILLMAN</b>		
Windoor V8 ...	2,222 0 0	3,334 7 0	Minx special ...	498 0 0	748 7 0
(convertible) ...	2,198 0 0	3,297 7 0	Minx de luxe ...	515 0 0	773 17 0
			Convertible ...	585 0 0	848 17 0

(Continued on next page)

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1955 <b>AUSTIN</b> A.90 de Luxe saloon...	<b>£595</b>
1954 <b>FORD</b> Zephyr saloon .....	<b>£445</b>
1955 <b>FORD</b> Zodiac, radio, etc. ....	<b>£545</b>
1956 <b>FORD</b> Zodiac, Mk. II, 5,000 mls.	<b>£865</b>
1956 <b>JAGUAR</b> XK.140 F.H. coupe...	<b>£1,195</b>
1956 <b>MORRIS</b> Isis, 10,000 miles .....	<b>£595</b>
1955 <b>MORRIS</b> Minor saloon. As new	<b>£495</b>
1950 <b>RILEY</b> 2½-litre saloon .....	<b>£345</b>
1956 (Mod.) <b>ROVER</b> '90', 5,000 mls.	<b>£1,095</b>
1955 <b>SUNBEAM</b> Mk.III, radio, etc.	<b>£725</b>
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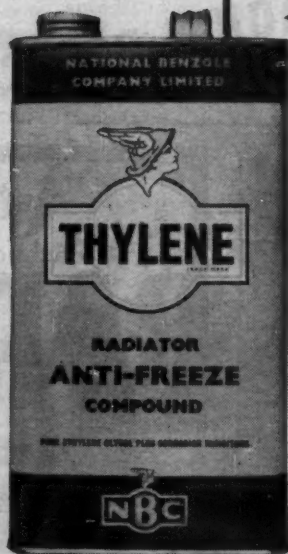
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Estate car ...	530 0 0	796 7 0	Caribbean ...	3,603 0 0	5,405 17 0
Musky ...	415 0 0	623 17 0	(Including heater, radio, automatic transmission.)		
<b>H.R.G.</b>			<b>PANHARD</b>		
1½-litre ...	1,280 0 0	1,921 7 0	Dyna de luxe special ...	702 8 8	1,055 0 0
<b>HUDSON</b>			<b>PEUGEOT</b>		
Rambler Super ...	1,305 0 0	1,958 17 0	203 ...	433 9 1	952 8 2
Rambler Custom ...	1,380 0 0	2,071 7 0	403 Station wagon ...	865 0 0	1,228 17 0
Hardtop ...	1,450 0 0	2,176 7 0	403 ...	796 2 11	1,195 11 5
Cross Country ...	1,510 0 0	2,266 7 0	<b>PONTIAC</b>		
Warp Super ...	1,670 0 0	2,506 7 0	Chieftain ...	1,450 0 0	2,176 1 2
Hornet Super ...	1,810 0 0	2,716 7 0	Catalina coupé ...	1,976 0 0	2,962 8 10
Hornet Custom ...	1,910 0 0	2,866 7 0	Star Chief convertible ...	2,050 0 0	3,073 5 0
Hollywood hardtop ...	1,955 0 0	2,933 17 0	<b>PORSCHE</b>		
<b>HUMBER</b>			1.6 Fixed head coupé ...	1,305 0 0	1,958 17 0
Hawk ...	650 0 0	976 7 0	1.6 Super fixed-head ...	1,425 0 0	2,138 17 0
De Luxe ...	665 0 0	998 17 0	1.6 Cabriolet ...	1,425 0 0	2,138 17 0
Touring limousine ...	730 0 0	1,096 7 0	1.6 Super Cabriolet ...	1,545 0 0	2,310 17 0
Estate Car ...	885 0 0	1,328 17 0	1.6 Speedster ...	1,270 0 0	1,906 7 0
Convertible ...	950 0 0	1,426 7 0	356a 1500 Carrera ...	1,910 0 0	2,866 7 0
Touring limousine ...	1,075 0 0	1,613 17 0	1500 Carrera Speedster ...	1,875 0 0	2,813 17 0
<b>JAGUAR</b>			1500 Carrera Cabriolet ...	2,030 0 0	3,046 7 0
2.4 ...	953 0 0	1,430 17 0	550 1500 Spyder ...	2,760 0 0	4,041 7 0
Special Equip. model ...	976 0 0	1,465 7 0	<b>RENAULT</b>		
XK140 ...	1,127 10 0	1,692 12 0	750 ...	422 10 0	635 2 0
Drop-head coupé ...	1,160 0 0	1,741 7 0	Dauphine ...	512 0 0	769 7 0
Fixed-head ...	1,140 0 0	1,711 7 0	(Ferlec clutch) ...	537 0 0	806 17 0
D type sports 2-seater ...	2,585 0 0	3,878 17 0	Frégate de luxe ...	865 0 0	1,298 17 0
Mark VIII ...	1,140 0 0	1,711 7 0	Domaine estate car ...	865 0 0	1,298 17 0
(automatic) ...	1,268 0 0	1,903 7 0	<b>RILEY</b>		
Mark VIII ...	1,219 0 0	1,829 17 0	Pathfinder ...	940 0 0	1,411 7 0
(automatic) ...	1,331 0 0	1,997 17 0	<b>ROLLS-ROYCE</b>		
<b>JENSEN</b>			Silver Cloud ...	3,390 0 0	5,386 7 0
541 ...	1,435 0 0	2,153 17 0	Freestone and Webb ...	5,090 0 0	7,636 7 0
541 de luxe ...	1,714 0 0	2,572 7 0	Hooper ...	4,855 0 0	7,283 17 0
Interceptor ...	1,800 0 0	2,701 7 0	H. J. Mulliner ...	5,860 0 0	7,591 7 0
Convertible ...	1,800 0 0	2,701 7 0	James Young ...	4,890 0 0	7,321 7 0
<b>LAGONDA</b>			Silver Wraith ...		
3-litre ...	1,995 0 0	2,993 17 0	Freestone and Webb ...		
Drop-head coupé ...	2,250 0 0	3,376 7 0	touring limousine ...	5,381 0 0	8,072 17 0
<b>LANCIA</b>			Park Ward ...	5,270 0 0	7,906 7 0
Appia Series II ...	1,110 0 0	1,665 7 0	Park Ward 7-passenger limousine ...	5,570 0 0	8,356 7 0
Aurelia Gran Turismo ...	2,230 0 0	3,346 7 0	H. J. Mulliner ...	5,380 0 0	8,071 7 0
Flaminia ...	Price not yet announced		Hooper limousine ...	5,395 0 0	8,093 17 0
<b>LINCOLN</b>			Hooper 7-passenger ...	5,570 7 0	8,356 7 0
Première ...	2,432 0 0	3,649 7 0	James Young ...	5,445 0 0	8,168 17 0
<b>LOTUS</b>			<b>ROVER</b>		
Sports ...	850 0 0	1,276 7 0	60 ...	865 0 0	1,298 17 0
Club ...	1,060 0 0	1,591 7 0	75 ...	943 0 0	1,415 17 0
Le Mans 75 ...	1,320 0 0	1,996 7 0	105 ...	976 0 0	1,465 7 0
Le Mans 85 ...	1,395 0 0	2,093 17 0	105R ...	1,063 0 0	1,592 17 0
<b>MERCEDES-BENZ</b>			105R de luxe ...	1,130 0 0	1,696 7 0
180 ...	1,145 0 0	1,718 17 0	Land-Rover S.W.B. ...	685 0 0	1,028 17 0
180D (diesel) ...	1,210 0 0	1,816 7 0	Land-Rover L.W.B. ...	790 0 0	1,186 7 0
190 ...	1,195 0 0	1,793 17 0	<b>SIMCA-ARONDE</b>		
190SL ...	1,850 0 0	2,776 7 0	1300 Elysée ...	609 10 0	915 12 0
220S ...	1,500 0 0	2,251 7 0	Grande Large ...	662 0 0	994 7 0
300c de luxe ...	2,475 0 0	4,013 17 0	<b>SIMCA VEDETTE</b>		
300c coupé ...	4,110 0 0	6,166 7 0	Versailles ...	932 0 0	1,399 7 0
300SL ...	3,100 0 0	4,651 7 0	<b>SINGER</b>		
<b>MERCURY</b>			Gazelle ...	598 0 0	898 7 0
Montclair ...	1,518 0 0	2,278 7 0	Gazelle convertible ...	66 0 0	998 17 0
<b>M.G.</b>			<b>SKODA</b>		
M.G. A ...	640 0 0	961 7 0	440 ...	560 0 0	841 7 0
M.G. A coupé ...	699 0 0	1,049 17 0	1200 ...	630 0 0	946 7 0
Magnette (manumatic) ...	693 0 0	1,040 17 0	<b>STANDARD</b>		
<b>MORGAN</b>			Family Eight ...	379 0 0	569 17 0
4/4 Series II ...	475 0 0	713 17 0	Super Eight ...	405 0 0	608 17 0
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0	Family Ten ...	385 0 0	578 17 0
4-seater ...	610 0 0	916 7 0	Super Ten ...	435 0 0	653 17 0
Drop-head coupé ...	640 0 0	961 7 0	(Standrive) ...	448 5 0	673 14 6
Plus 4 (Vanguard) ...	580 0 0	871 7 0	Companion estate car (Standrive) ...	485 0 0	728 17 0
Drop-head coupé ...	610 0 0	916 7 0	Vanguard III ...	498 5 0	740 14 6
<b>MORRIS</b>			Vanguard III ...	599 0 0	899 17 0
Minor 1,000 ...	401 0 0	602 17 0	Vanguard Sportsman ...	820 0 0	1,231 7 0
2-door ...	418 0 0	628 7 0	Estate car ...	765 0 0	1,148 17 0
2-door de luxe ...	425 0 0	638 17 0	Vanguard diesel ...	735 0 0	1,103 17 0
4-door ...	445 0 0	668 17 0	<b>STUDEBAKER</b>		
4-door de luxe ...	401 0 0	602 17 0	Champion Custom ...	1,267 0 0	1,901 17 0
Tourer ...	418 0 0	628 7 0	Commander ...	1,381 0 0	2,087 17 0
Tourer de luxe ...	455 0 0	683 17 0	<b>SUNBEAM</b>		
Traveller de luxe ...	471 10 0	708 12 0	Rapier ...	695 0 0	1,043 17 0
Cowley ...	532 0 0	799 7 0	Mark III ...	765 0 0	1,148 17 0
Oxford ...	565 0 0	848 17 0	<b>TRIUMPH</b>		
(manumatic) ...	596 6 8	918 17 0	T.R.2 ...	625 0 0	938 17 0
Oxford Traveller ...	623 10 0	936 12 0	T.R.3 ...	680 0 0	1,021 7 0
Isis ...	607 0 0	911 17 0	Hardtop ...	725 0 0	1,084 7 0
(automatic) ...	722 0 0	1,084 7 0	<b>TURNER</b>		
Isis de luxe ...	640 0 0	961 7 0	Sports ...	525 0 0	789 0 0
Isis Traveller ...	725 10 0	1,089 12 0	<b>VAUXHALL</b>		
<b>NASH</b>			Wyvern ...	535 0 0	803 17 0
Rambler Super ...	1,230 0 0	1,846 7 0	Velox ...	580 0 0	871 7 0
Rambler Custom ...	1,280 0 0	1,921 7 0	Cresta ...	640 0 0	961 7 0
Station wagon Super ...	1,360 0 0	2,041 7 0	Velox Dormobile ...	741 0 0	1,112 17 0
Station wagon Custom ...	1,410 0 0	2,116 7 0	Gravenor-Velox ...	750 0 0	1,126 7 0
Ambassador Custom ...	1,730 0 0	2,596 7 0	<b>VOLKSWAGEN</b>		
Ambassador Super ...	1,670 0 0	2,506 7 0	Standard saloon ...	422 10 0	635 2 0
<b>OLDSMOBILE</b>			De luxe ...	492 10 0	740 2 0
Series 88 Super ...	1,640 0 0	2,460 15 0	Convertible ...	670 0 0	1,066 7 0
Series 98 ...	1,985 0 0	2,978 17 0	Karmann-Ghia Coupé ...	810 0 0	1,216 7 0
Starfire convertible ...	2,080 0 0	3,121 7 0	<b>WOLSELEY</b>		
<b>PACKARD</b>			Fifteen-fifty ...	640 0 0	961 7 0
Clipper de luxe ...	2,395 0 0	3,593 17 0	(manumatic) ...	673 6 8	1,011 7 0
Executive ...	2,577 0 0	3,866 17 0	Six-ninety ...	806 0 0	1,210 7 0
Patrician ...	2,929 0 0	4,394 17 0	(automatic) ...	921 0 0	1,382 17 0

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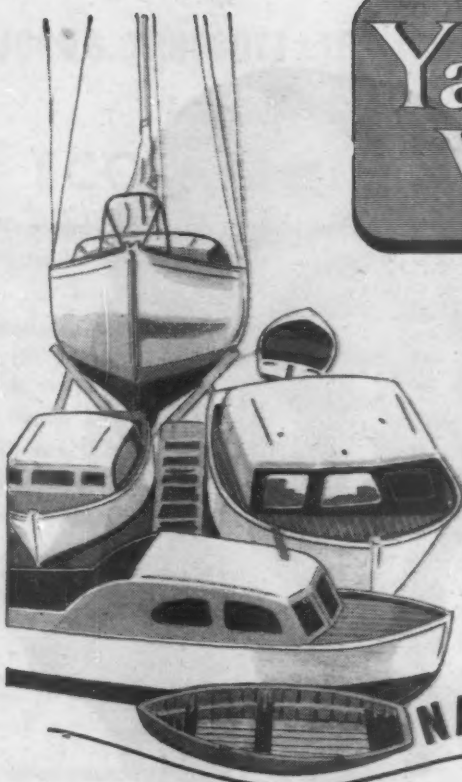
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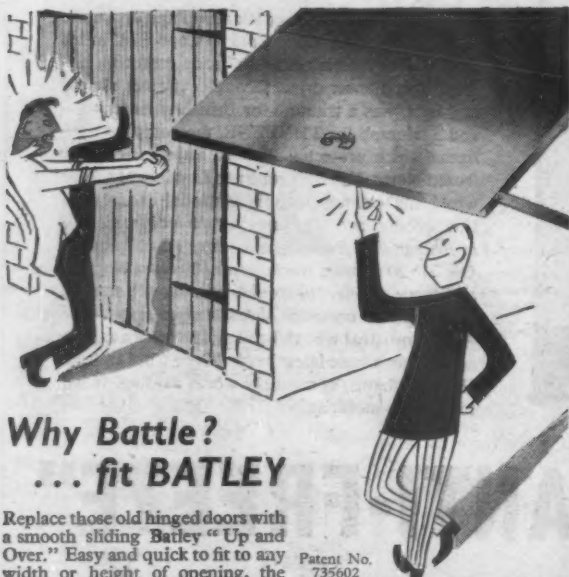
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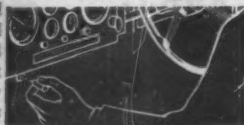
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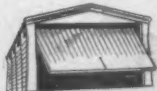
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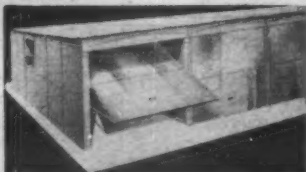
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**1953** Chevrolet drop head convertible, r. & h., all extras.  
**1952** Ford Crestline, sun-fitted convertible, hydramatic drive, r. & h., all extras.  
**1952** Hudson r.h.d. Hornet, r. & h., all extras.  
**1952** Buick Special 2-door saloon, r. & h., signals, seat covers.  
**1951** De Soto shooting brake, all extras.

**1950** Buick Special, r. & h., all extras.  
**1949** Chevrolet, r. & h.  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists, 345, High Rd., Wembley 8691/3903. (C4015)

**ALEX COWLEY (AUTOMOBILES), Ltd.**  
**A** LWAYS have a large and varied selection of '53 to '56 models in stock, including Cadillac, Buick, Chevrolet, Oldsmobile, Studebaker, Dodge, convertibles, sedans, ranch wagons.  
**ALEX COWLEY (AUTOMOBILES), Ltd.**, 15, Warren St., London, W.1. Euston 2565/1145/8563. (C1111)

**American Cars Wanted**  
**AMERICAN** cars wanted; top prices paid for all types of American cars; before selling let us quote you.  
**POSTWAR CARS**, 436-438, Lady Margaret Rd., Southall, Middx. Wuxlow 5028. (C5109)

**ALEX COWLEY (AUTOMOBILES), Ltd.**, 15, Warren St., London, W.1. Euston 2565/1145/8563. (C1111)  
**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leica, Ter Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

**ARMSTRONG SIDDELEY**  
**P**  
**&**  
**J**  
**PASS & JOYCE**, the Armstrong Siddeley people, offer a miscellaneous selection of used Armstrong Siddeley Sapphires ranging in price from £765.

**A** L these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.  
**1955** Armstrong Siddeley Sapphire saloon, automatic transmission, radio, wing mirrors, chassis protection, one owner, deep green with beige interior; £1,185.

**1954** Armstrong Siddeley Sapphire saloon, synchromesh gear box, radio, loose covers, one owner, grey and blue with blue interior; £765.  
**1952** Armstrong Siddeley Lancaster saloon, heater, grey with blue interior; £435.  
**1948** Armstrong Siddeley Hurricane coupe, heater, grey and maroon with maroon interior; £225.

**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. (C3039)  
**A**  
**RNES OF ALBEMARLE STREET** offer:

**SAPPHIRE** 234, 1956 (July), lemon grey, 3,500 miles only, radio, heater, unscratched; £1,175.  
**1955** Armstrong Siddeley Sapphire automatic, black/silver grey, low mileage, immaculate; £1,150.

**THE** above car carries our 3 months' guarantee.  
**SHOWROOMS**: 28, Albemarle St., W.1. Hyde Park 9323.  
**SPARES** and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467. (C1109)

**1952** Armstrong Hurricane, blue and blue leather, radio, heater, good condition; £425.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1245. (C2029)

## WM

**WELBECK MOTORS, Ltd.**, offer a perfect Sapphire at only £700.  
Sapphire, mileage 20,000, synchromesh, black; only £700.

**WELBECK MOTORS, Ltd.**, 107, Crawford St. London, W.1 (near Baker St. Station). Welbeck 1159. (C4049)

## BENTALLS Ltd

**1955** Armstrong Sapphire, automatic, 2-tone green; £1,095.—Kingston-on-Thames, Kingston 1001. (C1093)

## GUY SALMON AUTOMOBILES offer—

**1957** (series) Armstrong 234, overdrive, choice of 2—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

**CHARLES FOLLETT, Ltd.**, official Armstrong Siddeley retailers.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE:** Works and stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5366. (C4010)

**1947** Typhoon hard top saloon, recent new engine (£250), latest steering modification, heater, radio, etc.—3, Pikes Hill, Epsom 5042. (S384)

**1956** July Sapphire 234, grey/green nylon interior, fitted overdrive, heater, etc., one careful owner, 2,000 miles only; £1,350.—Hutton Cross Garage, Feltham 2176. (C3092)

**Armstrong Siddeley Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Arms-rover Siddeley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**LAMOST** 76, Cambridge Rd., Kingston, Kingston 8885. (W3016/R)

**XXX** Siddeley—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

**GOOD** Armstrong Siddeley required immediately.—O. Edwards, Amenbury Lane, Harpenden, Harpenden 118. (W2003)

**ARNES OF ALBEMARLE ST.**, the Armstrong Siddeley specialists are ready buyers of good Armstrongs.—38, Albemarle St., Tel. Hyde Park 9225. (W1109)

**1956** Armstrong Siddeley Sapphire 246 saloon, low or delivery mileage, synchromesh gear box, advertiser would wish to part exchange two other cars.—Lansbury, Leicester 6300. (S430)

**Armstrong Siddeley Spares and Service**

**ROOT ENGINEERING, Ltd.**

**ARMSTRONG SIDDELEY specialists:** complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialists; trade and retail.

**DRESSLINGTON** gear boxes, exchanges, reconditioning 48-hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501 and 7521. (S644/R)

**PASS & JOYCE, Ltd.**, 27, Peter St., Manchester, 4. have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. (S602/R)

**PASS & JOYCE, Ltd.**, England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley service station for all after-sales service and spare parts; works: The Hyde, Edgware Rd., Hendon, N.W.9. Colindale 5451. Armstrong Siddeley Motors, Ltd., Purley Way, Croydon, Surrey. (S760/R)

**ASTON MARTIN**

**CHEPSTEAD MOTORS, Ltd.**

**DROP** head DB2 Vantage, Al-Pin, new X tyres, radio, heater, Marchal head and pass lamps, low mileage; £1,380.

**DROP** head DB2 1955, blue, replacement Vantage engine, radio, heater, etc., specimen.—197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

**GUY SALMON AUTOMOBILES offer—**

**1955** (Aug.) Aston Martin 3-litre DB2-4, 11,000 miles only.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

**1955** Aston Martin 3-litre DB2-4 Mark 1 saloon 10,000 miles.

**1953** Aston Martin DB2 d.h. cpe., Vantage engine.

**BROOKLANDS, 103, New Bond St. London, W.1.** Mayfair 7 6351. Showrooms open until 7 p.m., Saturdays 4.30 p.m. (C1029)

**HWM** official distributors offer the largest selection of cars in the country.

**SHE** Display Panel on page 27.

**HW** MOTORS, Ltd.—George Abecassis, Walton-on-Thames 2404-5-6. (S690)

**J. R. BARTLETT, Aston Martin buyers; Aston Martin** 140mph DB11, 2-seater; £795.—37, Pembroke Villas, W.11. (C1013)

**1955** series Aston Martin DB2-4 3-litre drop head coupe, B.R.S., red leather and hood, nominal mileage, Ivor Beal, Ltd., 35, Scarsdale Villas, Kensington, W.8. Western 2789. (C1114)

**1953** model DB2 Vantage specification, recent engine overhaul, chromed wheels, magnificent condition; £1,165.—Tolworth Motors, Ltd., Kingston 38-Pass, Tolworth, Elmbridge 2254. (C4061)

**1955** (June) Aston Martin DB2-4 3-litre saloon, low mileage, moonbeam grey, red upholstery, fitted H.M.V. radio, heater, screen washers, spotlamps, etc., in immaculate condition throughout and maintained regardless of cost.—University Autos, Reading 2368. (W250)

**Aston Martin Cars Wanted**

**ASTON MARTIN** wanted, part exchange 1955 D.K.W. as new.—S. Albans 5350. (W2106)

**1954** Aston Martin DB2-4 required, state details and price required.—Box 5774. (S243)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Aston Martin Spares and Service**

**FRIARY MOTORS, Ltd.**—Spares sales and service for pre-war Astons.—Old Windsor, Windsor 2002/3. (S799/R)

**AUSTIN SEVEN**

**HARRY DAVIES CAR SALES offer—**

**1939** Austin Big 7 4-door saloon, black, blue leather roof rack, fitted overdrive, synchromesh, condition throughout, very economical; £4,300, £1,135; terms.—Rigby 2707. (C1117)

## AUSTIN A30

**LG** 1955 (August) A30 4-door de luxe saloon, one owner, authentic, 7,700 miles, unmarked, black, red interior, radio, heater, wing mirrors, overriders; full locked tank; £465 or fair offer; terms, exchanges.—Below

**1953** (September) A30 4-door saloon, one owner, black, red interior, wing mirrors, heater, screen washers, exceptional; £365 or fair offer; terms, exchanges.—Lorraine, 28, Eivanson Mews, Queens Gate, S.W.7. Kingsbridge 6974. (C1086)

**CAR MART, Ltd.**

**SOLE** London Austin Distributors.

**'55-56** Austin A30 2- and 4-door saloons; a selection from £425.—Belvedere

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**CAR MART, Ltd.**, 16, Uxbridge Rd., W.5. Ealing 6800. (C1039)

**G. S. HALL offer—**

**1956** new A30 saloon, choice of colour, fantastic reduction on list, part exchanges welcomed.—302, King St., Hammersmith, W.6. Riverside 2881. (2100)

**AUTOSALES (LONDON), Ltd.**

**1955** Austin A30 2-door de luxe saloon, small mileage, absolutely unmarked; £435.—Belvedere

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**H. A. SAUNDERS, Ltd.**, offer—

**1955** Austin A30 van, green, recorded mileage 15,400; £310

**1955** Austin A30 4-door saloon, tweed grey, red upholstery, recorded mileage 13,389; £460.

**1955** Austin A30 4-door saloon, black, beige upholstery, radio heater, many extras, recorded mileage 15,739; £465.

**1955** Austin A30 4-door saloon, black, beige upholstery, heater recorded mileage 17,847; £475.

**1956** Austin A30 2-door saloon, tweed grey, red upholstery, recorded mileage 8,188, heater, etc.; £505.

**1956** Austin A3C 2-door saloon, blue, blue upholstery, heater, recorded mileage 5377; £495.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4098)

**WARWICK WRIGHT, Ltd.**, offer—

**1955** (October) Austin A30, 2-door saloon, black, beige upholstery, heater, 14,000 miles; £465; another in very similar mileage.

**WARWICK WRIGHT, Ltd.**, Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4481. (C4045)

**BROADWAY MOTORS, Hounslow, offer—**

**1956** new A30 2-door saloons, considerably under list; part exchanges welcomed.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Houn. 0175/9309. (C1115)

**1955** Austin A30 4-door de luxe saloon, grey, fitted heater, 16,000 miles; £445.

**R. S. CURRIE & Co., Ltd.**, 105, Westbourne Grove, W.2. Bayswater. (C1069)

**1955** Austin A30 4-door saloon, heater, immaculate; £425, terms, exchanges

**MILHALL SERVICE, 55, South Edwards Square (nr. Kensington High St.), W.8. Western 4551. (C3094)**

**1954** Austin A30 2-door saloon, with heater, in very good order throughout; £355.

**1955** Austin A30 2-door saloon, one owner, 16,000 miles only, black, with red interior; £415.

**FERRARI OF CRICKLEWOOD, Ltd.**, 800-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

**1954** model Austin A30 2-door saloon, beige, with tan interior; £435.

**PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. (C3039)**

**1956** Austin A30 2- and 4-door saloons, works mileage, new and unregistered; special price.

**ANKERSTON (SURREYTON HILL), Ltd.**, Station Hill Rd. Elm. 0570. (S015/R)

**AUSTIN A30 2-door saloon, htr., extras, unregistered; £500.—Rapid Motors, 176/178, York Way, N.1. Tel. 4124. (S627)**

**NEW A30 2- and 4-door saloons at £50 below cost.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 2441. (C4067)**

**1955** A30 2-door saloon, blue, 15,000 miles; £445.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Frenantle 3333. (C1083)

**1953** Austin A30 4-door saloon, fawn/brown, heater, one owner, taxed, any inspection invited a clean and economical car; £375.

**TRINITY CARS, Ltd.**, 94, North Side, Wandsworth Common, S.W.18. Dandyke 1166. (C4034)

**1955** (Series) 1911/14 Austin A30 4-door saloon, grey/red interior, 19,000 miles, excellent condition throughout, guaranteed; £405.

**ALWOOD GARAGE, Alwood Rd., Maldenhead, Surrey, Tel. Little Green 7076; evenings and week-ends, Littlefield Green 3076. (C1107)**

**1956** Austin A30 2-door saloon, interior green, new June, genuine mileage under 2,000, heater, immaculate owner posted abroad; £485.—Service Motors, Ely, Cambs. Tel. 2981. (S450)

**ADDED PERFORMANCE** conversions perfected by Alexander Laytall give amazing power with economy; send for data and prices.—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks. Tel. 345. (C1094)

**"SUPER ECONOMY"** conversion by Alexander Laytall, drastically reduces fuel consumption and engine wear without affecting performance. Send for data and prices.—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks. Tel. 345. (C1094)

**1900** miles, almost indistinguishable from new, May 1956 2-door saloon, black, red interior, heater, one private owner, taxed ready for immediate use, 465ms; also low mileage 1955 4-door saloon, 425ms; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4016)

**Austin A30 Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**XXX** Top price paid for good Austin A30.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

## AUSTIN A35

**L**IMITED number new Austin A35 saloons becoming available, prompt delivery essential users.—Austin House, Highfield, N.W.11. Speedwell 0011. (C4004)

## AUSTIN EIGHT

**£165**!!!!—1946 type Austin 8 saloon, magnificent condition; best yet offered.

**LAMBS OF WOOD GREEN** (Established 1897).—100 guaranteed cars; exchanges, hire purchase, £21-425, High Rd., Finchley, Finchley 6222. (C2052)

**1946** Austin 8 saloon, black, one owner since new; £255.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

## Austin Eight Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN TEN

**245ms.**—Austin 10 October 1946 saloon, sliding head, leather, heater, one owner, reconditioned engine, good tyres; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

**1947** Austin 10 saloon, black, with brown leather upholstery, sun roof, beautifully clean body, reconditioned engine, tuned for economical petrol consumption, can arrange terms; £246 or near offer.—Speedwell 7179 after 7 p.m. or week-ends. (S433)

## Austin Ten Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN A40

**A1** at Brown's.

**1954** Austin A40 Somerset saloon, dove grey, heater, seat covers, etc., beautifully kept and maintained, 27,000 miles only; £400 secure.

**1951** Austin A40 Devon G35 saloon, black, brown leather, heater, seat covers, etc.; well kept and in sound condition throughout; £395.

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.5. Ham. 2284. (C1025)

**CAR MART, Ltd.**

**SOLE** London Austin Distributors.

**1954**—Austin A40 Devon saloon, radio, sliding head, heater, reg. October '51.

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. (C1039)

**TOM GARNER, Ltd.**, offer—

**1954** series Austin A40 Somerset convert., green, heater, radio, 22,000 miles; £470.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2040)

**H. A. SAUNDERS, Ltd.**, offer—

**1955** Austin A40 Cambridge saloon, black, red upholstery, heater; £495.

**SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4098)

**H. A. SAUNDERS, Ltd.**, of Worcester.

**1954** Austin A40 Countryman, grey with brown leather upholstery, fitted heater, immaculate; £455.

**AUSTIN House, Castle St., Worcester. Tel. 6371. (S4005)**

**1955** Austin A40 saloon, heater, one owner; £485.

**GEORGE NEWMAN & Co.**, 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**, offer—

**1949** Austin A40 saloon, excellent condition; £345.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Harford Rd., Enfield, Howard 1631. (C4009)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer—

**1952** (late) Austin A40 Somerset; £545-555, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

**1951**, dark green, heater, covers, outstanding condition; £355.

**ERIC HAYES, 13, Bishops Bridge Rd., W.2. Ambassador 8268. (C2033)**

**£399**!!!!—1952-53 Austin Somerset de luxe saloon, one owner, 25,000 miles, heater, etc.

**LAMBS OF WOOD GREEN** (Established 1897).—100 guaranteed cars; exchanges, hire purchase, £21-425, High Rd., Finchley, Finchley 6222. (C2052)

**1953** Austin A40 Somerset, beige, heater, new engine Oct. 1956; £450.

**1949** Austin A40 Devon, grey, sun roof, radio, heater, excellent; £325.—Salmons Garages, Ltd. Temple Bar 3338. (C4029)

**1950** A40, economy car, exceptional condition; £355.—Smith & Hunter, 376 Kensington High St., W.14. Western 2512. (C4019)

**1952** A40 saloon, magnificent, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. (C4078)

**1949** A40 saloon, black, sun roof, heater, etc., guaranteed; £299; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (C3102)

**1954** Austin A40 Somerset, one owner, and in perfect showroom as new condition; £450. Jennings, Richmond 3368. (C3103)

**1953** Somerset saloon, black, heater, one owner, splendid throughout; £450.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. (C1080)

**1953** Austin A40 convertible, black/red, heater, one owner; £415.—Rankard & Smith, Ltd., 194-198, King's Rd., Chelsea, London, S.W.3. Fitzman 4801. (C4025)

**1953** (October) Austin A40 Somerset saloon, heater, one owner, guaranteed; £395.—Davies Motors, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5983. (C3034)

**"SUPER ECONOMY"** conversion by Alexander Laytall, drastically reduces fuel consumption and engine wear without affecting performance. Send for data and prices.—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks. Tel. 345. (C1094)

**1949** upholstery, sun roof, heater, Lucas spotlamp, whole car in absolutely A.1 order, all inspections welcomed, terms can be arranged; £275 or near offer.—Tudor 3124, or after 7 p.m. and week-ends Speedwell 7179. (S434)

## Austin A40 Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**XXX** Top price paid for good Austin A40.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)



**PARK GARAGE (MOLESLEY), Ltd.**

**1953** Bentley R-type saloon, midnight blue, 26,000 miles, all extras; £2,350.

**1951-2** Bentley big bore saloon, low mileage, 2-tone grey, superb condition, history; £1,650; hire purchase, part exchange.

**PARK GARAGE (MOLESLEY), Ltd.**, Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037] WEYBRIDGE AUTOMOBILES, offer:-

**1955** (Sept.) Bentley 2 saloon, one owner, 15,000 miles; £2,550.

**1952** (July) Bentley 4½ saloon, small boot, two owners; £1,575.

**1951** Bentley 4½ saloon, one owner; £1,525.

**WEYBRIDGE AUTOMOBILES, Ltd.**, Queens Rd., Weybridge 2233. [C4094]

**CENTRAL GARAGE (CROYDON), Ltd.**, offer:-

**1947** Bentley standard steel saloon, black, brown leather, radio, exceptionally well kept mechanically; £390. Fel. Rd., Croydon. Tel. Croydon 7464. [C1098]

**JACK OLDING & Co (MOTORS), Ltd.**, official Bentley and Rolls-Royce retailers, offer:-

(October) Bentley S series saloon, black, beige hide, 8,600 miles; £4,450.

**1955** Bentley saloon, velvet green and shell grey, grey hide, automatic, one owner; £2,250.

**1954** Bentley saloon, black and shell grey, synchromesh, one owner, 18,000 miles; £3,250.

**1953** Bentley saloon, midnight blue, grey hide, one owner; £2,550.

**1949** Bentley 4½-litre, 2-seater, with "dicky", grey, blue leather, one owner; £1,150.

\*PASSED by Officially Appointed Service Works.

**AUDLEY HOUSE, North Audley St., W.1.** Mayfair. [C3030]

**1952** Bentley big bore standard saloon, 16,000 miles, only any reasonable offer considered.

**W. MUMFORD, Ltd.**, Abbey Garage.

**TEL. Plymouth 63481.**

**1937** Bentley 4½-litre Park Ward 4-door sports saloon, black and ivory, immaculate; £2,475.

**MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks.** Tel. 4727. [C1094]

**1934** Bentley 3½-litre Park Ward saloon, recent recon. engine, several extras; £2,450.

**1934** Bentley 3½-litre drop head foursome coupe, black, in outstanding condition throughout, £1,500; exchange, terms—Bentley Motors, 180-184, End Lane, N.W.6. [C1024]

**CHARLES ROBERTS, Ltd.**, officially appointed Rolls-Royce and Bentley retailers and repairers, offer:-

**1953** (Nov.) Bentley automatic rear box saloon, one owner, 39,000 miles, sold new by us and regularly serviced; £3,850.

**1952** Bentley big bore saloon, black, one owner, genuine 37,000 miles only, superb order, regularly maintained in our own service station; £1,975.

**1952** Bentley big bore saloon, green, mileage 54,000, exceptional car in every respect; £1,450.

**1951** Bentley saloon, black and grey, sold new and maintained by us; £1,525.

**1950** Bentley sports saloon by H. J. Mulliner, grey, moderate mileage, regularly maintained, very handsome car; £1,850.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE:** Works & Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010]

**1954** (April) Bentley H. J. Mulliner sports saloon, black, genuine 9,000 miles, cost £6,000, as new; £3,500. Bentley. [C2010]

**N.W. Bentley S-type saloon, black with tan; £5,243/17s.—Robbins, East Putney.** Tel. 7881. [C2010]

**£265**—Bentley 3½-litre special sports coupe looks as modern as 1955, magnificent and 100% chassis.

**LAMBS OF WOOD GREEN (Established 1897).** 100 guaranteed cars, exchanges, hire purchase—421-425, High St., Finchley, Finchley 6222. [C2052]

**1948** Bentley Hooper coupe, immaculate outstanding condition; £1,295—Bilton Cross Garage, Feltham 2176. [C2099]

**1954** special 3½-litre Hooper Empress saloon, black, radio, 15,000 miles, one owner; £2,500. Park 5077. [C3030]

**1936** Bentley 4½ Mulliner saloon: offered part exchange MK VI 1947-51 brake or saloon; good condition essential.—Box 5798. [C3040]

**1951** Bentley Mark VI big bore, 22,000 miles only, one owner; £1,875.—Farman Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110]

**1935** 3½ Bentley drop head coupe by Park Ward; £350.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 1939. 2-tone blue, radio, B Bentley saloon 4½, March 1939, 2-tone blue, radio, heater; sell £550 or exchange XK120, Austin-Healey—Saunders, 11, Lostock Rd., Davyhulme, Manchester. [C3661]

**1938** Bentley 4½ semi-racer engine 4-door pillarless saloon; Park Ward; £465.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4222]

**JULY '55.** Bentley T.N. chassis, metallic grey with pale blue leather, blue carpets, 67,000 miles, actually looks like 7,000, immaculate throughout, full history of the vehicle available; £2,300. [C3048]

**WRITE,** call or "phone for demonstration to: Mayfield Motors (Manchester), Ltd., 20-22, Peter St., Manchester, 2. Bks. 8583. [C6948]

**1952** (June) Bentley Mk. VI 88 saloon, big bore, small boot, midnight blue, tan upholstery, 59,000 miles, unmarked throughout; £1,650 o.n.o.; no change considered.—Box 5746. [C2227]

**1938** (June) 4½-litre Park Ward sports saloon, grey/blue leather, fitted heater, an excellent example for its year; £395.—Central Newbury Car Auctions, Ltd., Newbury, Berks. Tel. 2003. [C4742]

**1948** Bentley Van den Plas sports saloon, most beautiful car, one owner, full history, excellent condition; £395.—Clayton Cars (London), Ltd., 17, Bruton Place, W.1. Hyde Park 9184. [C1050]

**1948** (July) Bentley Mk. VI standard saloon, one owner, whole car immaculate; £325.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4082]

**1952** (Dec.) Mark VI, Type R (large boot), silver grey, grey hide, immaculate, chauffeur kept, 11,000 miles, radio, accept smaller car in part payment.—Thomson's, Culls, Aberdeenshire. Tel. Aberdeen 47461. [C2829]

**1954** Bentley R Type S.S. saloon, automatic gear box, velvet green with grey hide upholstery, mileage 20,000; really immaculate condition throughout. Bentley history available.

**A.L. particulars from P. L. Barr, Esq., Electric House (Devon), Ltd., Law St., Devon. Tel. Denton 3061-3-5.**

**1954** Bentley R-type saloon, finished in metallic grey with red hide upholstery, one owner, exceptional condition; £2,350.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353 and 1709. [C5905]

**1948** and 1952 Bentley steel saloons, also 1952 James Young 4-door and 1952 Harold Radford, at realistic prices; exchanges, even Phantom II or III considered.—Cwmnwg Garages, 1176, Christchurch Rd., Boscombe E. (Southbourne 43344). [C4024]

**R. C. & YOUNG, Ltd.**, offer 1954 (July) Bentley R type; automatic gear box, 30,000 miles only, an unmarked example offered at £2,675.—85-89, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station) Tel. 811 644. [C3057]

**1948-9** Bentley standard steel saloon, finished back with blue leather interior, radio, heater, screen washers, exterior mirrors, all new India super tyres, taxed, full tank of petrol and coupon issue, in really excellent condition; £2,895.

**MAIDSTONE ENGINEERING CO., Smethurst St., Pendleton, Manchester 6.** Pendleton 3457. [C3000]

**BENTLEY 1953 (July)** standard H type saloon, finished in velvet green with grey leather upholstery, one owner, 38,000 miles, beautifully maintained by official retailers who supplied the car, T.N. series; £2,250.—Harry Martin, 25, Devonshire Place, Mews, London W.1. Welbeck 3294. [C3092]

**Bentley Cars Wanted**

**1952** or later saloon Bentley, wanted for cash.—Box 5817. [C391]

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Bentley.—Hamstead (Tube) N.W.5. Ham. 6041. [C4018/R]

**GEORGE NEWMAN & Co.** purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [C5025]

**GOOD BENTLEY required immediately.**—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. [C3052]

**XXX** Top price paid for good Bentley.—H. F. Edwards, 23-34, Upper High St., Epsom, Surrey. Epsom 5611. [C3051]

**DUNCAN HAMILTON & Co.** urgently require post-war Bentleys.—35, High Rd., Byfleet, Surrey. Byfleet 3101. [C1061]

**1937** 2-door saloon or d.h.c., seller agrees to R.R. test.—Massey, Baldwin's Gate, Newcastle, Staffs. [C3575]

**BENTLEY R-type, 1952-5**, with synchro box, must be low mileage.—Adams, 37, Heathfield Rd., Low Fell, Gateshead-on-Tyne. Tel. 75532. [C2226]

**WE** will buy or part exchange your Bentley for a new one.—Latham, Rolls-Royce & Bentley Showrooms, Flaggergate, Preston. Tel. 4245. [C3036/R]

**JACK OLDING & Co (MOTORS), Ltd.** purchase Bentley/Bentley/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 6266. [C3030]

**BENTLEY 1953-4 R type saloon, automatic gear box, low mileage, good history essential.**—Brooklands of Bond St., 105, New Bond St., London, W.1. Mayfair 8351. [C3030]

**WEYBRIDGE AUTOMOBILES, Ltd.**, official retailers, attractive prices paid for low-mileage Bentleys. Bentley cars.—Queen's Rd., Weybridge 2233. [C540/R]

**Bentley Spares and Service**

**A** SERVICE unequalled.

**OFFICIAL** repairers Bentley cars.

**SERVICING** or overhauls.

**COACHWORK** renovations and accident repairs.

**SPARES** all models.—Tel. Flaxman 2223 (5 lines).

**JACK BARCLAY (SERVICE), Ltd.** Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [C1082/R]

**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE:** Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C593/R]

**JACK OLDING & Co (MOTORS), Ltd.**, official Bentley/Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington Park 5077. [C3030]

**A** Bentleys; full repair service at most favourable prices.—Compton, 69, Westow St., Crystal Palace. Tel. Livingstone 3562. [C490/R]

**BERKELEY**

**JACK BOND, West End Branch, the Berkeley agents.**

**FIRST** time in London, the new fabulous Berkeley sports 2-seater, 60mpg, 70mph; price, including P.T. £574/19/9; immediate delivery from stock.

**VINTAGE AUTOS, 105, Queensway, W.2.** Tel. Bayswater 5929 and 8330. [C4079]

**B.M.W. ISETTA**

**B.M.W. Isetta, choice of 2, one blue, one red; £345 and £355 respectively.—V & Monaco Motors, 6, Astwood Mews, Courtfield Rd. S.W.7 (near Gloucester Rd. Station) Fremantle 4414. [C5066/R]**

**BOND MINICAR**

**1955** Bond Minicar, de luxe, self starter, fully equipped, low mileage, very carefully used, guaranteed, £285.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

**PRIDE & CLARKE, best cash buyers.**—Stockwell Rd., S.W.9. Brixton 1791. [C3068]

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Bond.—Hamstead (Tube) N.W.5. Ham. 6041. [C4018/R]

**Bond Minicar Spares and Service**

**RAYMOND WAY** for Bond Minicar repairs, agrees no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

**RAYMOND WAY OF KILBURN,** [C627/R]

**BORGWARD**

**1957** Borgward 1875 new 1½-litre 100mph; £1,376. Isabella wanted. Swannome Garage, 1176, Christchurch Rd., Boscombe E. (Southbourne 43344). [C4004]

**BRISTOL**

**ANTHONY CROOK, leading Bristol distributors.**

**ALL** new 1957 models in stock.

**ANTHONY CROOK** offers choice of 9 used Bristol (all models) from £550.—High St., Easter 4580, Surrey. [C1063]

**1953** Bristol 403, radio, one owner, excellent condition; £1,095.

**TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner, Tel. 810. 5315. [C4036]**

**OS and Accra Bristol, fastest series.—Boscombe Garage, 1176, Christchurch Rd., Boscombe (Southbourne 43344). [C4024]**

**CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1, Tel. 25280. Bristol distributors for Somerset, Wiltshire, Devon and Cornwall. We invite enquiries for the world-famous Bristol cars. Brochure by return. Demonstrations arranged by appointment. A selection of used Bentleys always available covered by our guarantee. Confidential out-of-income facilities available. [C474/R]**

**Bristol Cars Wanted**

**J. H. BARTLETT** the Bristol buyers.—27, Fernbridge Villas, W.11. [C1013]

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices to Bristol.—Hamstead (Tube) N.W.5. Ham. 6041. [C4018/R]

**B.S.A. Spares and Service**

**BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail; 60, Portland St., W.1. Lankham 7753. [C1044/R]**

**BUGATTI**

**GENUINE** vintage Bugatti saloon, 83hp, in exceptional condition; recently rebuilt; £2,800.—J. Lemon Burton, Edgware Rd., N.W.4. Gladstone 7677. [C070/R]

**Bugatti Spares and Service**

**J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [C071/R]**

**BUICK**

**B. J. HUNTER, Ltd.**, offer:-

**1950** Buick Super saloon, fitted radio, heater, leopard skin covers, hydramatic drive; £495.

**B. J. HUNTER, Ltd.**, 22, Crickwood Broadway, N.W.2, Tel. Gladstone 8303. [C2040]

**SIMPSON'S MOTORS (WEMBLEY), Ltd., Wembley 8691/3905. See under American Cars full list. [C4015]**

**1949** Buick.—See under Postwar Cars in the American Car Section. [C3109]

**1951** Buick 51hp Riviera, radio, heater, automatic drive, whitewalls, etc.; £450 o.n.o. [C3590]

**£145**—1937 Buick Viceroy saloon, black, reconditioned engine, new tyres, twin spots, flashing trafficator, heater, screenwashers, whole vehicle as brand new, terrific value for money.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 8662. [C2083]

**Buick Cars Wanted**

**SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C3036/R]

**Buick Spares and Service**

**BUICK** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C014/R]

**CADILLAC**

**JOE THOMPSON (MOTORS), Ltd.**, offer:-

**THE** exclusive Eldorado Berline, 1956, 2,500 miles only, in silver grey.

**1954** Cadillac 4-door saloon, black, 12,000 miles.

**ALSO** Cadillac convertible, ohv engine, electrically operated hood and windows, Hydramatic drive; £975.

**JOE THOMPSON (MOTORS), Ltd.**, 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028]

**SIMPSON'S MOTORS (WEMBLEY), Ltd., Wembley 8691/3905. See under American Cars full list. [C4015]**

**1955** Cadillac 62 saloon, in new condition throughout, 5,300 miles only, radio, power steering, loose covers etc. etc.; £2,400.—Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092]

**Cadillac Cars Wanted**

**JOE THOMPSON (MOTORS), Ltd.**, require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C1028]

**SOLE** concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C3036/R]

**Cadillac Spares and Service**

**CADILLAC** sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C014/R]

**CHEVROLET**

**1947** Chevrolet.—See under Postwar Cars in the American Car Section. [C3109]

**SIMPSON'S MOTORS (WEMBLEY), Ltd., Wembley 8691/3905. See under American Cars full list. [C4015]**

**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [C1027/R]

**Chevrolet Cars Wanted**

**CHEVROLET** distributors, spare parts, cars and trucks.—Green Ace Motors, Ltd., 501, Norwich Rd., Tel. Ipswich 81795. [C3068]

**CHEVROLET.**—Concessionaires for the United Kingdom, hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 15/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C0677/R]

**Autosales (LONDON), Ltd.**

**CHRYSLER** distributors will purchase all types of Chrysler vehicles.—59-63, Belisle Rd., Swiss Cottage, N.W.6. Mal. 3555/2153. [C0643/R]

## Chrysler Spares and Service

**AUTOSALES (LONDON), Ltd.**  
CHRYSLER distributors, spares for all models exchange reconditioned units in stock.—59-65, Belisle Rd., N.W.8. Tel. 5555/2155. [0495/R]

## CITROEN

**EFS** offer:—

**1951** Citroen Light 15 saloon, twin carburetors, many extras, very well-kept car; £465.  
**EFS** MOTORS, Ltd., Kingston By-Pass Rd., Esher, Surrey. Tel. 5000. [C2112]

**LIVERPOOL** and district main agents.—The new DS19 saloon is here—Liggett's Garage, Aintree, Tel. Aintree 2595. [7115]

**1950** Light 15 saloon, in black with brown leather, fitted heater and roof rack, immaculate order; £325.  
**KJ** MOTORS, Bromley, Ravensbourne 3456. [19413]

**1954** Citroen Light 15 saloon, finished in black; £465. University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [0421]

**£525**—Citroen 6 1954 sunshine saloon, sunset grey, one owner, originally supplied by Boves Road Garage (North Circular Rd.), N.11. Boves Park 2284/5/6. [19756/R]

**£298**—Citroen 15, 1950, magnificent condition; 100 similar available; A.A.-R.A.C. exams; exchanges, h.p. welcomed.—Benimotors, J. Clarendon Rd., W.11. Park 5066-7. (50yds. Holland Park Tube). [C1017]

**C. G. NORMAN & Co.**, Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [19756/R]

**295** gns.—Citroen Light 15, December, 1950, saloon, black, excellent condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**CITROEN CARS WANTED**  
The Citroen buyers, 14, Bridge Rd., Chertsey, Surrey. Chertsey 2369. [W4069]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 4041. [W4018]

**LEX GARAGES, Ltd.**, Ace Corner.—Consult the largest buyers of used Citroens in England.—North Circular Rd., N.W.10. Evg. 5385. [097]

**S.N.K. MOTORS** are very good buyers of specimen Citroens; we particularly require several Light 15's, 1952 onwards.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052]

**CITROEN SPARES AND SERVICE**  
FOR good and quick service in Central London for your Citroen, consult Lorraine Garage and ask for Mr. Hammond.—29-30, Elvaston Mews, Queen's Gate, N.W.7. Knightsbridge 6974. [S1086]

**SOUTH OF THE THAMES**  
**BAILES** of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares. [S1077/R]

**SHRIMPTON'S MOTORS, Ltd.**, Distributors, W.4 Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464. [0157/R]

**SPARES and Service:** 157/143, High Rd., Chiswick, S.W.4 (Chiswick 45 and 2065). [0727/R]

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.**, Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, service units reconditioned, 48 hrs.; all spares stocked. [0552/R]

**DAIMLER**  
**A1 at Brown's.**

**1951** model Daimler Consort saloon, black, brown leather, heater, etc.; beautifully kept and maintained by one owner (chauffeur), 47,000 miles only, recently checked by Daimlers, cost £1,700; £475 secure.

**1940** (May) Daimler 2½ saloon, beautifully kept and maintained by titled owner, 84,000 miles only, practically unmarked and in amazing condition throughout; most, most, most, 3 months' written guarantee; unrepeatable at £335. [C1025]

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**KNIGHTSBRIDGE offer:—**  
**1952** series Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1951** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1950** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1949** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1948** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1947** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1946** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1945** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1944** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1943** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1942** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1941** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1940** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1939** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1938** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1937** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1936** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1935** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1934** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1933** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1932** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1931** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1930** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1929** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1928** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1927** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1926** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1925** model Daimler 2½-litre, sports chassis, fitted with Barker sports drop head coupe, 26,000 miles only, heater, used one family only; £765. [C2036]

**1952** model Daimler Consort, radio, heater, immaculate; £445.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016]

**DAIMLER**—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 2009. [0667/R]

**1952** Consort saloon, black, maroon hide, radio, heater, etc., excellent condition; £535.—Robbins, East Putney, Tel. 7881. [C3010]

**1952** Daimler 2½-litre, special coupe, immaculate, guaranteed; £500; payment—Vaughan, 17, Astwood Mews, S.W.7. Fri. 1319. [C4078]

**1954** Daimler Century saloon, black with red leather upholstery, fitted H.M.V. radio, in immaculate condition; £895.  
**COVENTRY & JEFFS, Ltd.**, Bristol. Tel. 2-0091. [19407]

**1956** Daimler Conquest Century saloon, maroon with red leather upholstery, 12,000 miles, one careful owner from new; £1,175.  
**COVENTRY & JEFFS, Ltd.**, Bristol. Tel. 2-0091. [8046]

**1954** (Dec., 1953) Daimler Conquest saloon, black with red leather upholstery, 12,000 miles, one careful owner from new; £1,175.  
**COVENTRY & JEFFS, Ltd.**, Bristol. Tel. 2-0091. [8046]

**1954** series Daimler Conquest saloon; £825.—Brooklands, 103, New Bond St., London, W.1. Mayfair 3551. Showrooms open until 7 p.m. Saturdays 4.30. [C2052]

**£745**—Cheapest yet offered—1951-2 Daimler drop head coupe special sports model with overdrive top gear, costing nearly £3,000 when new, magnificent specimen.  
**LAMBS OF WOOD GREEN** (Established 1897). 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C4027/1]

**1953** (November) Conquest, grey with red radio, heater, maintained by main distributor; £675.  
**L. F. Ward, Ltd.**, Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 5046. [C4042]

**1951** one owner 2½-litre Daimler special sports convertible coupe, black/tawn vinyl hood, overdrive, many extras, taxed, just new; £735; consider part exchange.—Bulwer, 4, Ave. [C4027/1]

**A MOST** beautiful 1950 Daimler 2½-litre fourseater D.H. coupe, in black, black/tawn vinyl hood, extras, greatly admired, appearance of a new £3,000 luxury car; £495; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027/1]

**1955** coupe, grey with red leather, one owner, 12,000 miles only, radio, heater, etc., perfect appearance and condition; £295.—Clayton Cars (London) Ltd., 17, Bruton Place, W.1. Hyde Park 8184. [C1050]

**295** gns.—Daimler 1947 2½-litre saloon, sliding head, leather, heater, excellent condition; taxed, choice of 3 Daimlers; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Daimler** 2½-litre saloon, first registered in October, 1947, this is really an outstanding example; the colour is dark blue with black wings and the external appearance is nothing short of immaculate; the leather and carpets are equally well preserved, whilst mechanically the car is excellent; a heater, radio and new tyres are fitted to this very good specimen of a hand-built car costing originally £2,000. We offer this unrepeatable bargain at £2,345.—Portland Autos, 54/54, West Bar, Sheffield, 3. Tel. 21186-7. [8409]

**Daimler Cars Wanted**  
**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A MOST** beautiful 1950 Daimler 2½-litre fourseater D.H. coupe, in black, black/tawn vinyl hood, extras, greatly admired, appearance of a new £3,000 luxury car; £495; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027/1]

**1955** coupe, grey with red leather, one owner, 12,000 miles only, radio, heater, etc., perfect appearance and condition; £295.—Clayton Cars (London) Ltd., 17, Bruton Place, W.1. Hyde Park 8184. [C1050]

**295** gns.—Daimler 1947 2½-litre saloon, sliding head, leather, heater, excellent condition; taxed, choice of 3 Daimlers; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

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**1955** coupe, grey with red leather, one owner, 12,000 miles only, radio, heater, etc., perfect appearance and condition; £295.—Clayton Cars (London) Ltd., 17, Bruton Place, W.1. Hyde Park 8184. [C1050]

**295** gns.—Daimler 1947 2½-litre saloon, sliding head, leather, heater, excellent condition; taxed, choice of 3 Daimlers; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Daimler** 2½-litre saloon, first registered in October, 1947, this is really an outstanding example; the colour is dark blue with black wings and the external appearance is nothing short of immaculate; the leather and carpets are equally well preserved, whilst mechanically the car is excellent; a heater, radio and new tyres are fitted to this very good specimen of a hand-built car costing originally £2,000. We offer this unrepeatable bargain at £2,345.—Portland Autos, 54/54, West Bar, Sheffield, 3. Tel. 21186-7. [8409]

**Daimler Cars Wanted**  
**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A MOST** beautiful 1950 Daimler 2½-litre fourseater D.H. coupe, in black, black/tawn vinyl hood, extras, greatly admired, appearance of a new £3,000 luxury car; £495; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027/1]

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**Daimler Cars Wanted**  
**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**H. C. PAUL, Ltd.**

**1955** Fiat 600 saloon, finished in blue, loose covers, spotless, excellent condition; £515; new models for early delivery.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

**MAYFAIR GARAGES, Ltd.**—One shop-soiled Fiat 1100 available; £520 incl.—Below. [C3040]

**MAYFAIR GARAGES, Ltd.**—One new model 600 saloon with dual-control; £620.—Below. [C3040]

**1955**—Ford Anglia, good condition: £425. Terms and exchanges—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. (C3059)

**1956** heater, 2,000 miles, superb example, full tank: £535; terms, exchanges—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1, Belgrave 3711. (C3045)

**DOD PERFORMANCE** conversions perfected by A. Alexander Laystall give amazing power with economy; send for data and prices—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks, Tel. 345. (C1094)

**XXX** 1955 (September) Ford Anglia saloon, quite exceptional example, black with red upholstery, loose covers, fog lamp heater, just fitted reconditioned engine, written guarantee, very attractive price; terms, exchanges—H. F. Edwards, 154, Great Richmond St., London, W.1, Langham 6012. (C3046)

**Ford Anglia Cars Wanted**  
**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**W**ISH to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. (C1066)

**1954** 1956 Anglia, urgently wanted.—35, Kinnerton St., S.W.1, Belgrave 3711. (C3045)

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Anglias.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

#### FORD (8 h.p.)

**1938** Ford 8, model 7T: £95.—Metropolitan Motors, Horn Lane, Acton, W.3, Acton 5064. (C3080)

#### FORD POPULAR

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—

**1955** Ford Popular, black with red upholstery, heater, indicators and other extras, moderate mileage, excellent condition: £325; choice of several others; hire purchase facilities available.

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C3042)

**DAGENHAM MOTORS, Ltd.**, Ford main dealer.

**A** FINE selection of Al Ford Popular cars always available; phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

**D** J. SHEPHERD & Co. (Enfield), Ltd., offer:—

**1954** Ford Popular, black, excellent condition throughout: £225.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield, Howard 1631. (C3084)

**1953** Popular, one owner; £255.—Hyde Park 2906. (C3084)

**1955** Popular, black, trafficators, guaranteed: £310.—Campbell Symonds, Perivale 4456. (C1037)

**1954** Popular, black, leather: £270.—Stadium Motors, 1161 Rd., Crawley 25544. (C3048)

**1954** Ford Popular saloon, blue, many extras; £299.—Haie Motors, Ltd., Tot. 7771 (4 lines). (C3077)

**1954** Popular saloon, heater, magnificent, guaranteed: £275; payments—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1519. (C3086)

**1956** model, one owner, under 4,000 miles, virtually new, guaranteed: £360.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. (C1080)

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**1956** model, one owner, under 4,000 miles, virtually new, guaranteed: £360.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. (C1080)

**1955** Prefect de luxe in black: £445.—Below.

**1956** model Prefect de luxe saloon, 4,000 miles only, finished in Dorchester grey, one owner, maintained and serviced by us since new; £545.

**R. S. CURRIE & Co., Ltd.**, 105, Westbourne Grove, W.2, Baywater 0085. (C1095)

**HENLYS** offer with 4 months' guarantee:—

**1955** Ford Prefect saloon, heater, fawn, with red interior: £525.

**HENLYS**, Ltd., Parkway, 1, Regents Park, N.W.1, Gulliver 5721. (C3447)

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**A** FINE selection of Al Ford Prefects always available; phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

**1955** model Ford Prefect, leather, heater, bargain: £440.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.4, Crapney 5677/78. (C4015)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:—

**1947** Ford Prefect: £235.—355, High Rd., Wembley Middx. Tel. Wembley 4422. (C2110)

**1956** Ford Prefect, corse grey, one owner; £385.—Odon Motors, Ltd., Bar. 1144. (C3028)

**1950** Ford Prefect, black: £235.—Stadium Motors, 1161 Rd., Crawley 25544. (C3048)

**1953** Ford Prefect 4-door saloon, like new: £260,000, best yet offered.

**LAMBS OF WOOD GREEN** (Established 1897), 100, 425, High Rd., Finchley, Finchley 6222. (C3052)

**50** mpr obtainable, see advert., economy equipment, accessories section.—Richards & Carr, Ltd., (C3045/1)

**1947** Ford Prefect, excellent condition: £220.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 6151. (C3045/1)

**1953** Ford Prefect, black, fitted with heater, many extras; in very exp. cond.; Ford Al Plan Warrant.

**B** WAY CROSS GARAGE, Ford Distributors, Hendon B Way, Hendon, N.W.4, Spe. 1196. (C1097)

**S**LOOMBER, Ltd.—1946 4-door, exceptional wind-horns; £295; exchanges, h.p.—Dudden Hill Lane, Willesden 4869. (C4017)

**1953** Ford Prefect, in good condition throughout. Battersea 0349. (C1096)

**1955** Ford Prefect, reconditioned engine fitted, also 1953 Ford Prefect, £239; terms and exchanges.

**D. F. WYATT**, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6, Hampstead 8988. (C4084)

**1955** Prefect, heater, one owner, 14,500 miles, superb bargain: £450; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1, Belgrave 3711. (C3045)

**ARCHIE SIMONS & Co., Ltd.**—1950 Ford Prefect saloon, colour beige, red upholstery, fitted loose covers, in excellent condition: £265.—95, Gt. Portland St., W.1, Lan. 1343. (C4015)

**545** Ford New Prefect 1956 de luxe saloon, spare unused, taxed: terms, exchanges.—Rowland Smith, below.

**245** Ford Prefect late 1949 saloon, leather, heater, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

**69** Ford Prefect 1939 foursome drophead coupe, PVC hood; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

**1947** Ford Prefect, new engine, new battery, exceptional throughout: only £385.—Coles Garages, 42, Worpole Rd., Wimbledon 0195 96-98, Ewell By-Pass, 2593. (C1054)

**A** DDED PERFORMANCE conversions perfected by A. Alexander Laystall give amazing power with economy; send for data and prices—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks, Tel. 345. (C1094)

**1955** Prefect, new type saloon, heater, one owner, guaranteed, £435; also 53 Prefect saloon, heater, one owner, guaranteed, £295; exchanges, terms.—Palmer, 3, Russell Garden Mews, Kensington, W.14, Park 9704 & 5968. (C3034)

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**W**ISH to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. (C1066)

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Prefects.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

#### FORD ESCORT

**CAR MART, Ltd.**

**£545**—Ford Escort heater, reg. September '56.

**CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. (C1039)

#### FORD SQUIRE

**CAR MART, Ltd.**

**£575**—Ford Squire, heater, reg. March '56.

**CAR MART, Ltd.**, 362, Streatham High Rd., S.W.16, Streatham 0054. (C1039)

#### FORD CONSUL

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—

**1953** Consul saloon, black with red upholstery, radio heater and other extras, moderate mileage; £485; hire purchase facilities available.

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C3042)

**A1** at Brown's.

**1956** (June) Ford Consul saloon, black, red interior, heater, Windtone horns, Undersealed, unmarked, as new, 3,500 miles only; £750 secure.

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3, Ham. 2284. (C1025)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:—

**1953** Ford Consul, one owner, heater: £375.—355, High Rd., Wembley, Middx. (C4015)

**1955** Consul, black, red leather, heater, one fatiduous owner; £560.—Campbell Symonds, Perivale 4456. (C1037)

#### CAR MART, Ltd.

**£450**—Ford Consul saloon, radio, heater, reg. January '54.

**CAR MART, Ltd.**, 163, Bromley Rd., S.E.6, Hither Green 6111. (C1039)

**RUSSELL MOTORS** offer:—

**1955** Ford Consul, 17,000 miles, heater, black, immaculate: £475.

**RUSSELL MOTORS (KNIGHTSBIDGE), Ltd.**, 47, Sloane St., S.W.1, Sloane 9288. (C3060)

**PHILIP RICHARDS, Ltd.**, offer:—

**1956** Ford Consul Mk. II convertible, Warwick green with fawn hood, fitted heater; works mileage; part exchanges deferred terms.—4, Brick St., Park Lane, W.1, Grosvenor 4772-5. (C3051)

**BROADWAY MOTORS, Hounslow**, offer:—

**£595**—1956 Consul saloon, Bristol fawn, heater, only 6,000 miles, magnificent one-owner condition throughout.—Hanworth Rd., Hounslow (3 mins. Hounslow East Tube), Middx. Hou. 0175/9509. (C1113)

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**A** FINE selection of Al Ford Consuls always available; phone for our list.—Used Car Dept., Hyde Park 4070. (C1066)

**1953** Consul, excellent condition throughout, unrepeatable: £375.

**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3, Hampstead 8676/77/78. (C4016)

**1954** Consul, black, red leather, heater, under-sealed: £450.—Campbell Symonds, Wembley 6282. (C1037/2)

**1955** Consul, duo-tone grey, heater, leather, guaranteed. £550.—Campbell Symonds, Wembley 6282. (C1037/2)

**!!!** New Consul, immediate delivery; exchanges, terms.—135, High St. South, East Ham, E.6, Grange-wood 2537. (C4015)

**1954** Ford Consul saloon, one owner, fitted with covers, windscreen washer, heater and twin spotlamps: £475.

**1955** Ford Consul saloon, dual colour bodywork in immaculate condition, fitted heater, radio, twin spotlamps, exceptional throughout: £525.

**FERHARIS OF CRICKLEWOOD, Ltd.**, 200-220, Crickwood Broadway, London, N.W.2, Glisford 2334. (C2008)

**1955** Ford Consul (August), black, heater, 4,700 miles only; £540.—Ing's Garage, Cox Green, Maidenhead 2449. (C3087)

**1956** (July) Mark II Consul, blue, low mileage, heater; £695.—Home County Motors, Stan-ford-le-Hope 2154. (C3087)

**1955** model Consul, heater, leather, absolutely as new; £489.—Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046. (C1121)

**1956** Ford Consul saloon, black/red leather, 8,300 miles only, heater, taxed, one owner, as new and guaranteed: £595.

**A** LITTLEWICK, Green 70; evenings and week-ends, Littlewick Green 3076. (C1107)

**L**ATEST type! Unused Ford Consuls, heater, leather, etc. drive away: £775 each.—Autoworld, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

**1955** Consul saloon, heater, low mileage, one owner, guaranteed, £485; exchanges and terms.—Palmer, 3, Russell Garden Mews, Kensington, W.14, Park 9704 & 5968. (C3034)

**ARCHIE SIMONS & Co., Ltd.**—1954 Ford Consul saloon, colour green, beige upholstery, fitted heater, 16,000 miles only, whole car in practically new condition; £495.—95, Gt. Portland St., W.1, Lan. 1343. (C4015)

**A** DDED PERFORMANCE conversions perfected by A. Alexander Laystall give amazing power with economy; send for data and prices—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks, Tel. 345. (C1094)

**1953** Ford Consul saloon, heater, heater, one owner, exceptional, taxed: £535; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. (C3059)

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**W**ISH to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. (C1066)

**A** LMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. (W4018/R)

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Consuls.—Hamstead (Tube), N.W.

**1955** (November) Ford Zephyr convertible, radio, heater, electric hood, immaculate; £595.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.5. Hampstead 8676/7779. [C4016]  
**£395**—Zephyr 1954 saloon, grey/blue, leather, twin Marchal spotlamps, excellent condition.  
**BOWEN ROAD GARAGE**, Bowes Rd. (North/Circular Rd.), N.11. Bowes Park 2284-5-6. [C8270]

**1956** New type Ford Zephyr saloon, Warwick green with grey/beige upholstery, fitted radio, heater, 1,000 miles only, one owner; £795.  
**COVENTRY & JEFFES**, Ltd., Bristol. Tel. 2-0091.

**1956** Ford Zephyr Mark I saloon, heater, leather, loose covers, under 10,000 miles, one owner, faultless car.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames, Kingston 6885. [C5016]

**1955** Zephyr convertible, power-operated hood, radio and heater, seat covers, many more extras, immaculate condition throughout; £655.—Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046. [C1121]

**395** gns.—Ford Zephyr 1954 saloon, leather, heater, Ace Rimblissers, excellent condition, taxed; terms, exchange; £595, hire purchase facilities available.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**A** LVED **PERFORMANCE** conversions perfected by Alexander Layzell give amazing power with economy; send for data and prices.—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks, Tel. 345. [C1054]

**D**AGENHAM MOTORS, Ltd., Ford main dealers.  
**W**ISH to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066]

**L**MOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8895.  
**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Zephyrs.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

### FORD ZODIAC

**W**. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. [C3042]

**1956** Zephyr Zodiac Mark II saloon, ivory/black, with two-tone upholstery, fitted with usual accessories, plus overdrive, mileage 5,500 only, immaculate condition, £595, hire purchase facilities available.—W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. [C3042]

**W**. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. [C3042]

**1956** (August) Ford Zodiac Mk. II saloon, blue/grey, overdrive, under 2,500 miles, unmarked, as new; £595.  
**T**HE last new unused Mark I Ford Zodiac saloon.—W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**C**AR MART, Ltd.  
**£495**—Ford Zodiac saloon, heater, reg. May '55.  
**C**AR MART, Ltd., Welsh Harp, Edware Rd., N.W.9. Hendon 4230. [C1039]

**PHILIP RICKARDS**, Ltd., offer:—  
**1955** (Nov.) Ford Zodiac saloon, grey/green, 6,000 miles, perfect, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**B**ROADWAY MOTORS, Hounslow, offer:—  
**£595** 11-1956 (January) Ford Zodiac, two tone blue, Dorchester grey, all Zodiac extras, one owner, low mileage, looks and performs like a new car.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/3909. [C1113]

**W**OOD & LAMBERT, Ltd., main dealers.  
**G**OOD selection of new and used Zodiac saloons available for immediate delivery.  
**49** Stamford Hill, N.16. Sta. 3434. [C4003]

**ALLAN TAYLOR (MOTORS)**, Ltd., offer:—  
**1956** Zodiac with overdrive, 3,000 miles; £875.  
**H**IGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C8094]

**D**AGENHAM MOTORS, Ltd., Ford main dealers.  
**A** FINE selection of Al Ford Zodiacs always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

**C**HARLES FOLLETT, Ltd., official Ford agents, offer:—  
**1954** Ford Zodiac, grey and green, one owner, 19,000 miles, guaranteed 3 months; £485.  
**S**HOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

**S**ERVICE—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**1956** (August) Ford Zodiac Mark II saloon, total mileage 5,164; £775.  
**A**. DEY & Co., 18, Hardman St., Liverpool, J. Royal 5091. [C8375]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—  
**1956** Ford Zephyr Zodiac extras; £225-355, High Rd., Wembley, Middx. Tel. Wembley 4422.

**1955** Ford Zodiac, 8,000 miles, one owner, radio, excellent condition; £595.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Len. 2261-2. [C5101]

**D**AGENHAM MOTORS, Ltd., Ford main dealers.  
**W**ISH to purchase Ford Zodiac cars.—Used Car Dept., Hyde Park 4070. [W1066]

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Zodiacs.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

### FORD (V.8)

**245** gns.—Ford V8 Pilot 1949 saloon, leather, radio, heater, excellent condition, taxed; terms, exchange.—Rowland Smith, below.

**69** gns.—Ford V8 1937 20hp saloon, very good condition; terms, exchange, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Pilots.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**G**OOD Ford Pilot required immediately.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

### AMERICAN FORD

**A** FORD Thunderbird.  
**S**EE under American Cars.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 485-9. [C4026]

**1953** Ford Customline, overdrive, radio, heater, immaculate.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.5. Hampstead 8676/7779. [C4016]

**1954** Ford Victoria.—See under Postwar Cars in the American Car Section.  
**1956** (June) Ford Fairlane 4-door saloon, Automatic, r.h.d., radio, heater, 4,000 miles only, indistinguishable from new.  
**STURGEY MARCUS**, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006]

**O**n all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company Ltd.—Lincoln Cars Ltd., Great West Rd., Brentford Tel. Belling 4506-9. [0749/R]

**UTILITY—FORD OR OTHER EDDIES**  
**S**IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—  
**1954** Ford 10, Martin Walter utility, washers, spotlights, £365-355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices paid for Fords.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**XXX** Top price paid for good Ford.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**F**ord Sales and Service  
**A**LLAN TAYLOR (MOTORS), Ltd.,  
**H**IGH St., Wandsworth, S.W.18.  
**M**AIN Ford dealers.  
**L**ARGE stock of genuine Ford parts.  
**V**ANDYKE 7222 (5 lines). [0814/R]

**M**ODERN equipment handled by a skilled staff ensures good service  
**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C1024]

**F**RANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares.  
**W** have one of the biggest stocks of EnFords spares and tractor to the current models; Ford reconditioned.  
**W. J. REYNOLDS (MOTORS)**, Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham. Rainham 770 (9 lines) and 96, High St., North, East Ham, E.6. Granwood 1136 (5 lines). [0786/R]

**F**RANZ NASH-B.M.W.  
**£99**—Special offer, 1936 Franz Nash-B.M.W. drop head coupe, excellent runner, smart; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [C1024]

**125** gns.—Franz Nash-B.M.W. 1937 1½-litre sports saloon, leather, very good condition, taxed; terms, exchange; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Franz Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**G**OGGOMOBIL  
**T**HE amazing "Goggo," Flyde distributors.  
**H**ORNEY Park Motors, Blackpool, Tel. 26838. 35. [C2063]

**G**OGGOMOBIL 1957 4-seater saloon, hydraulic brakes, independent suspension, heater, etc., 60mph; £494.—Swannmore Garage, 1176, Christchurch Rd., Boscombe. (Southbourne 43344.) [C4024]

**H**EALEY  
**1952** Healey coupe; £455.  
**M**ONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2.  
**1953-4** Healey F type chassis with magnificent convertible 4-seater, bodywork faultless, mint condition, any vehicle accepted in exchange, even a damaged one.  
**L**AMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars, exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 622. [C2052]

**100** m.p.h. Alvis-Healey, 1953 model, 2-3-seater convertible, specimen car, grey/red, radio, heater, etc.; £675.—Chipsdale Motors Ltd., 197, Fulham Rd., Kensington, S.W.3. Flexman 0952. [C1046]

**1950** (October) Silverstone E type, 31,000 miles recorded, full tank, excellent throughout; £395, terms, exchange.—Richards & Carr, Ltd., 35, Kirkington St., S.W.1. Belgravia 7711. [C3045]

**H**EALEY Silverstone: this very clean car has been fully modified and is fitted with a Schallita Vertex magneto; it is offered with every confidence at £425.—Portland Autos, 64-94, West Bar, Sheffield, 3. Tel. 21186/7. [8410]

**R**OWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Healey.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**XXX** Top price paid for good Healey.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**H**EINKEL  
**C**OMERFORDS for Heinkel; delivery from stock; spares, service, demonstrations; exchanges; terms; postal transactions very easily arranged.—Comerford, Portsmouth Rd., Thames Ditton, Surrey. Emsbrook 5531 (6 lines). [0905/R]

**L. F. DOVE**, offer:—  
**1956** Hillman Minx Mark VIII saloon, radio, heater, green and beige; £545.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

**C**AR MART, Ltd.  
**£395**—Hillman Minx saloon, heater, reg. June, '55.  
**C**AR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1059]

### R

#### ROOTS

**H**AVE available a range of Hillman cars of very low mileage.  
**D**EVONSHIRE House, Piccadilly, W.1 Grosvenor 10108/R

**W**. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. [C3042]

**1955** Hillman Californian saloon, black/red colour combination with red interior trim, heater, mileage 15,000 only, one owner, excellent condition; £595.

**1955** Hillman Minx Mark VIII saloon, grey with red upholstery, seat covers, low mileage, one owner, excellent condition; £545. Hire purchase facilities available.

**W**. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. [C3042]

**G**LANFIELD LAWRENCE offer:—  
**1954** Hillman Minx in grey, red interior, many extras; £435-407, High Rd., N.12. Finchley 6091. [C2053]

**C**HARLES FOLLETT, Ltd., offer:—  
**1954** Hillman estate car, colour sand, one owner, radio, speedo reading 11,500 miles; 3 months guarantee; £325.  
**S**HOWROOMS.—12, Berkeley St., W.1. Mayfair 6266.

**S**ERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**W**ARWICK WRIGHT, Ltd., offer:—  
**1955-6** Hillman Minx saloons, all standard colours, low mileage; from £550.  
**1956** Hillman Californian, grey and blue, blue upholstery, heater, 7,000 miles, £605; another green, similar mileage.  
**1956** Hillman Minx convertible, black, red upholstery, heater, 7,000 miles; £675.  
**1956** Hillman Minx series I saloon, grey and antelope, red upholstery, 6,000 miles; £725.  
**1956** Hillman Minx series I convertible, grey, red upholstery, 5,000 miles; £775.  
**W**ARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491.  
**B**ROADWAY MOTORS, Hounslow, offer:—

**£335** 11-1950 Hillman Minx, green, red interior, fitted heater, spot light, overriders, etc., immaculate.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/3909. [C1113]

**H**ENLYS offer with 4 months' guarantee:—  
**1948** Hillman Minx estate, black with red interior; £295.  
**H**ENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [8439]

**H**ENSON CENTRAL GARAGE, Ltd., offer:—  
**1954** Hillman Californian, cream and red, with red interior, fitted heater, radio, overdrive, W.6 nominal mileage; £465.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. [C2034]

**1949** Hillman Minx, heater, excellent condition; £295.  
**SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.5. Hampstead 8676/7779. [C4016]

**1954** Hillman Minx saloon in blue, fitted heater, one owner, extremely nice throughout; £425.  
**E**RIC HAYES, Ltd., 73, Bishops Bridge Rd., W.1. [C4033]

**1953** Hillman Minx saloon, black; £395.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077/1]

**1956** Minx de luxe black, heater, underseated; £595.—Campbell Symonds, Ferville 4456. [C1037]

**AZ** MOTORS offer 1947 Minx, rebored; £1951. 1947 utility, £295.—Palmerston Rd., W.6. Mal. 4722. [C1011]

**1955** Hillman Minx special saloon, black, low mileage; £475.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

**1955** (April) Hillman Minx coupe, heater, fog lamp, wing mirrors, 10,000 miles, one owner; £525.  
**G**EOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

**1953** Minx; £385.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3016]

**1947** Hillman Minx drop head coupe, colour black; 25-John Whalley, Ltd., London. [C4051]

**1947** Hillman Minx, immediate delivery, exchanges, terms.—135, High St. South, East Ham, E.6. Granwood 2530. [C4009]

**11000** cactus green/pine green, one owner, heater, overdrive, spare unused; £565.  
**S**. MEAD (SALES), Ltd., 42, Queen St., Malden. R. head. Tel. Maldenhead 3431-2. [C3011]

**1955** (series) 21/10/54 Hillman Minx saloon, black, radio, heater, twin wing mirrors, twin wind-up tones, radiator blind, an immaculate one-owner car, written guarantee; £495.  
**A**LTWOOD GARAGE, Altwood Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends. Littlewick Green 3076. [C1017]

**595** gns.—Hillman Minx 1956 Estate car, elephant grey/red, ohv engine, heater, screen washers, one owner, exceptional, taxed; terms, exchange.—Rowland Smith, below.

**495** gns.—Hillman Minx 1955 Phase VIII Californian hardtop coupe, cream/red, ohv engine, heater, one owner, excellent condition, taxed; terms, exchange, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1939** Hillman Minx saloon, black with red leather upholstery, very carefully maintained since new, body and mechanical condition both excellent, open to any inspection; can arrange terms; £115 or near offer.—Tudor 3124. [8434]

**1947** Hillman Minx drop head foursome coupe, really magnificent, very economical, taxed; £195; terms and exchange.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearby tube, Camden Town Station). Euston 2700 and 8894. [C3059]

**HILLMAN HUSKY**  
**W**ARWICK WRIGHT, Ltd., offer:—  
**1955-6** Hillman Husky double duty, all standard colours, low mileage; from £495.  
**W**ARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491.

**W** HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillsdale 6621; other: 11055 Hillman Husky, green, with beige upholstery, heater, moderate mileage, very good condition; £465; hire purchase facilities available.

**W** HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillsdale 6621. [C3043]

#### HILLMAN MISCELLANEOUS

**PHENIX MOTOR CO. (SURREY), Ltd., offer:-**

1955 Hillman Minx Mk. VIII sal., grey, low mileage, heater; £825. [C0227]

1955 Hillman Husky, grey, low mileage; £545.

1955 Hillman Husky, beige, low mileage; £525.

1954 Hillman Minx Mk. VIII sal., black, low mileage; £545.

1953 Hillman Minx Mk. V saloon, black, heater; £375.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, Sutton, Vigilant 0161 and Burgh Heath 2059. [C3044]

**Rowland Smith's, the Car Buyers.**—Highest cash prices for Hillman.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

**XXX** Top price paid for good Hillman.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

#### Hillman Spares and Service

**NORMAND, Ltd.**

**MODERN** equipment handled by a skilled staff ensures good service.

**NORMAND, Ltd.,** 405-9, King St., W.6. Rav. 3665.

**MODERN SERVICES GARAGE, Wimbledon (Routon main dealers);** speedy service on all Hillmans, Mumber and Sunbeam-Talbot spares and accessories. Wim. 5165. [C003/R]

#### H.R.G. Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

**GOOD H.R.G. required immediately.**—G. Edwards, G. Amembury Lane, Harpenden, Herts. Harpenden 118. [W2000]

#### H.R.G. Spares and Service

**CHARLES POLLETT, Ltd.,** have a large stock of spares.

**SHOWROOMS** 18, Berkeley St., W.1 Mayfair 6266

**SPARE parts**

**SERVICE:** Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 9536-7-8. [C0594/R]

#### Hudson Spares and Service

**HUDSON MOTORS, Ltd.,** Great West Rd., London, W.4. Chiswick 5621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [C0055/R]

#### HUMBER

**ROOTS**

**HAVE** available a range of Humber cars of very low mileage.

**DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401**

**TOM GARNER, Ltd., offer:-**

1955 Humber Hawk Mk. VI sal., black, htr., 19,000 mls; £695.

1953 Humber Super Snipe Mk. IV sal., grey, h.t.r., radio; £435.

1950 Humber Super Snipe Mk. III sal., black, h.t.r., radio; £195.

**TOM GARNER, Ltd.,** 10-12, Peter St., Manchester, 2, Blackfriars, 2955-6-7. [C0260]

**ZENITH MOTOR Co., offer:-**

1954 (Nov.) Humber Hawk Mk. VI saloon, colour blue, extras include H.M.V. radio, heater, overdrive, one owner, 29,000 miles; £495.—Stepney Green 4285. 591, Commercial Rd., E.1. [B411]

(November) Hawk; £310.

1950 1-2 Super Snipe from £195.—Phillips Motors, 77, Chalk Farm Rd., N.W.11. Primrose 6686. Official Rootes agents. [C3106]

**WARWICK WRIGHT, Ltd., offer:-**

1955 Humber Hawk saloon, black, red upholstery, 14,000 miles; £725.

1956 Humber Hawk saloon, blue and grey, red upholstery, radio, heater, 7,000 miles; £890; another in green, similar mileage.

1956 Humber Super Snipe (automatic gear) saloon, maroon, fawn upholstery, 7,000 miles; £1,150.

(November) Humber Super Snipe saloon, black, red upholstery, radio and heater, 8,000 miles; £695.

**WARWICK WRIGHT, Ltd.,** Lord's Court, St. John's Wood Rd., London, N.W.8. Cumingham 4491.

**HENLYS** offer with 4 months' guarantee:-

1951 Humber Hawk saloon, heater, green with red interior; £445.

**HENLYS, Ltd.,** Parkway, Regents Park, N.W.1. Gulliver 5721. [B441]

**PHENIX MOTOR CO. (SURREY), Ltd., offer:-**

1953 Humber Hawk sal., black, low mileage, radio, heater; £495.

1952 Humber Hawk saloon, black, 32,000 miles, radio; £450.

1951 Humber Super Snipe saloon, black, heater; £355.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, Sutton, Vigilant 0161 and Burgh Heath 2059. [C3044]

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:-**

1953 Humber Hawk saloon; £495.

**MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7805. [C1008]**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.,** English Car Sales Division, offer:-

1950 Humber Hawk, heater; £295.

1953 Humber Super Snipe, r. & h., partition, immaculate; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C0415]

1955 Humber Hawk, black, fitted heater, radio, one owner, total mileage 15,899; £595.

**LEY & Co., Ltd.,** 18, Hardman St., Liverpool, 1, A Royal 5097. [B376]

**HEARSES** brochures available deck or bearer, on the 27hp chassis, inspection invited.

**ALPE and SAUNDERS (COACHBUILDERS) LTD.,** Station Approach, Key Gardens, Richmond 1161.

1952 (September) Humber Hawk, heater, one owner, unrepresentable value; £325.

**MALDEN & COX, Ltd.,** 826, High Rd., North Finchley, N.12. Tel. Hillsdale 0560/6907-8.

1952 Humber Hawk; £275.—Metropolitan Motors, Horse Lane, Acton, W.5. Acton 5064.

1948 Humber Hawk saloon, black, immaculate condition, perfect order throughout; £230.

**DOUGLAS LAR SALLES, Eleanor Cross Rd., Waltham Cross, Tel. Waltham Cross 4124/4655. [C1075]**

£315 (11) 1950 Humber Hawk de luxe saloon, in such magnificent condition could be mistaken for 1955 model.

**LAMBS OF WOOD GREEN (Established 1897),** 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C0252]

1954 Humber Hawk, sun grey/red, one owner, excellent condition; £545.—Dobson, Ltd., Humber Agents, Staines 801. [C1074]

**A&S** passenger cars. See under Limousines column for large selection.

**ALPE and SAUNDERS LTD. (Limousines Purchased),** A Providence Court, North Audley Street. (Near Seafridges), Mayfair 2941. [C1006]

1955 Humber Hawk Mk. VI, black with red interior, fitted overdrive, heater, etc., exceptional condition throughout; £595.

**WEYBRIDGE AUTOMOBILES, Ltd.,** Queens Rd., Weybridge 2535. [C4094/R]

**LMOOSINES, Jack Alpe** offers selection privately owned post-war Pullmans and seven-passenger Imperial saloons. [C4094/R]

**JACK ALPE** LMOOSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

1953 (November) Hawk saloon, side valve engine, grey, red interior, nominal mileage; £450.—See under Limousines.

1951 model Super Snipe saloon, black, brown interior, radio, heater, etc., excellent condition; £285.—Robbins, East Putney, Tel. 7841. [C3010]

1955 Humber Hawk Mk. VI, green, 10,000 miles, heater.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Tel. Addiscombe 5066. [C1076]

1954 Humber Hawk Mk. VI, green, 10,000 miles, beige interior, fitted overdrive, heater, white-wall tyres, etc., excellent condition throughout; £595.

**WEYBRIDGE AUTOMOBILES, Ltd.,** Queens Rd., Weybridge 2535. [C4094/R]

**HUMBER Hawk** de luxe saloon, pearl grey, Mayfair fair grey, red upholstery.—Atlanta Service Station, 79-81, New King's Rd., Fulham, S.W.6. Remond 1185. [C1123]

1951 (model) Humber Hawk, satin bronze, red leather, sunshine roof, very nice condition; £325.—Jacquier, Ltd., 22-24, Hammer Smith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

395ms.—Humber Super Snipe, late 1953, Mark IV saloon, grey, red leather, heater, Ace Rim-bellshers, carefully used, taxed; terms, exchanges.—Rowland Smith, below.

195ms.—Humber Super Snipe, September, 1949, Mark II saloon, fine black, leather, heater, good condition; choice of 5 Snipes; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6641. [C0415]

£265.—Humber Hawk 1949, beautifully kept, 100 similar available; A.A.-R.A.C. exams, hire purchase welcomed; exchanges.—Ben Motors, J. Glass, Don Rd., W.11. Park 5066-7, (30 yds. Holland Park Tube.) [C1017]

**Rowland Smith's, the Car Buyers.**—Highest cash prices for Humber.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

**XXX** Top price paid for good Humber.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**ALMOST** new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3885. [W2016/R]

**GOOD** Humber required immediately.—G. Edwards, G. Amembury Lane, Harpenden, Herts. Harpenden 118. [W2000]

#### Humber Spares and Service

**THE Humber specialists for all spares.** Tel. Uplands 3637. See advt. under Parts & Accessories. [C0396/R]

#### INVICTA

1950 Black Prince sportsman's saloon, built to the order of Eastern Nobleman at a cost of approx £8,000; speedo. reading 22,000; believed genuine; independent suspension all round, inboard brakes, torque converter, twin 5-litre Meadows engine, 5 S.U.s, etc., outstanding condition through, new batteries, tubeless tyres, etc.; a car always to be admired at the ridiculous price of £2,850.—Norton Motors, Wythall Garage, Alcester Rd., Wythall, nr. Birmingham Wythall 2130. [B383]

#### JAGUAR

**WELBECK MOTORS** proudly offer two superb Jaguars at realistic prices:-

1956 (model) Jaguar type M, black, overdrive, mileage 7,000, as new; £985.

1955 Jaguar XK140 hard top coupe, British Racing Green, special equipment, C type head, chrome wire wheels, twin exhausts, special clutch and brakes, close ratio gear box, underseal, Motorola; offers invited.

**WELBECK MOTORS, Ltd.,** 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139. E.P.S. offer:-

1955 (March) Jaguar Mk VII M-type saloon, overdrive and radio, 15,000 miles only, excellent condition; £1,110.

**E.P.S. MOTORS, Ltd.,** Kingston By-Pass Rd., Esher, Epsom 3000. [C2112]

**KNIGHTSBRIDGE** offer:-

1955 Series M-type Jaguar Mk. VII saloon, Connaught green with pale green interior, standard heater, H.M.V. radio, overdrive, one careful owner, very small mileage; new condition; £975.—L. Roberts News, Lowndes Place, S.W.1. Sloane 4086.

1955 Jaguar M-type saloon, black/red, low mileage, one titled owner, Ripco condition; £995.

**RIPCO, Ltd.,** 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2553-3-4. [C3052]

1947 Jaguar 1½ saloon, radio, guaranteed; £260; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6551. [C3023]

**HENLYS, Ltd.,**

**DEVONSHIRE'S Largest Jaguar Distributors.**

**DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)**

**DEVONSHIRE House, 385, Euston Rd., N.W.1. (Euston 4444.)**

**MANCHESTER (Blackfriars 7845).**

**BRISTOL (Bristol 21326).**

**BOURNEMOUTH (Bournemouth 6314).**

**NORTHAMPTON (Northampton 907).**

**CAMBERLEY (Camberley 77).**

**HOUNSLOW (Hounslow 3454).**

**FINCHLEY (Finchley 0081).**

**GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.**

**H. C. PAUL, Ltd.,**

**AUTOMATIC** 1955 Jaguar Mk. VII saloon, grey, mileage 11,000, radio, one owner; £1,250.

**JAGUAR Mk. VII saloon, black, speedometer recording** 19,000 miles, in exceptional condition, fitted with new set of Whitewall tyres, £550.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0321-2. [C3040]

**CHIPSTEAD MOTORS, Ltd.,**

**NEW** 2.4 special equipment, overdrive, maroon/blue, hard top, dark blue, 1956 series, as new; £1,185.

**NEW** XK140 special equipment d/h, Michelin X tyres and 3.31 axle, grey/red; £1,185.

**SS100** 1954 series 2½ drop head coupe, C type head, wire wheels, etc., radio, heater, 475 Henlys overhaul; £745.

**SS100** 2½ (August) 1956 8.6 to one, air scoops on bonnet, Dunlop racing wheels, 2 spars, chrome rack, aero-screens, etc., beautifully maintained, terrific, perfect; £525.

**CHAMPION, London, S.W.3. Faxman 0052/7253/7154.**

**GUY SALMON AUTOMOBILES.**

1956 Jaguar XK140 fixed head coupe, overdrive, 6,000 miles; £1,195.

1954 (Sept.) Jaguar Mark VII, overdrive and radio, 21,000 miles, as new; £675.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3.

**ROSE & YOUNG, Ltd., offer:-**

1956 XK140 fixed head coupe, 8,000 miles only, fitted overdrive, unmarked, one owner, British racing green; £1,145.

1956 model XK140 drop head coupe, fitted C-type head, wire wheels, close ratio gear box, twin exhausts, radio, etc., immaculate condition, one owner, British racing green, £1,085.—35-69, Emsbrook Hill, S.W.2 (one minute Stratford Hill Station), Tulse Hill 6464 and 8182. [C3057]

**HENLYS—Jaguar Service Station.**

1956 2.4-litre saloon, special equipment, pastel blue, blue leather, radio.

1956 2.4-litre saloon, special equipment, green with green leather.

1956 Mk. VII M-type saloon, automatic transmission, lavender grey.

1956 Mk. VII M-type saloon, automatic transmission, birch grey, with radio.

1955 Mk. VII M-type saloon, overdrive, black with red leather.

1955 Mk. VII M-type saloon, overdrive, cream with red leather.

1955 Mk. VII M-type saloon, overdrive, suede with green leather.

1954 Mk. VII saloon, pastel blue, automatic transmission.

1953 Mk. VII saloon, battleship grey with red leather.

**HENLYS, Ltd.,** Gress West Rd., Brentford, Middx. Laling 5477. [B418]

**HENLYS** offer with 4 months' guarantee:-

1954 Jaguar XK 120 drop head coupe, radio, one owner, lavender grey with red interior; £825.

**HENLYS, Ltd.,** Henlys Corner, North Circular Rd., N.W.11. Finchley 0061. [B446]

**HENLYS** offer with 4 months' guarantee:-

1953 Jaguar Mark VII saloon, duo grey with tan interior, £665.

**HENLYS, Ltd.,** Parkway, Regents Park, N.W.1. Gulliver 5721. [B442]

**COMBS & SONS (GUILDFORD), Ltd., offer:-**

**JAGUAR XK140** fixed head coupe, in fully modified form, special Rally seats, special engine and exhaust system, 135 mph performance; many other extras; first registered October '55, as 1956 model; normal price £1,650; price now £1,250.

**JAGUAR** 2.4-litre special equipment saloon, black with grey upholstery; total mileage only 8001 First registered September '55, as new and fully guaranteed; normal price £1,385; price now £1,260.

**JAGUAR** 2½-litre sports saloon, finished in grey with red interior, fitted radio, and other extras; June, 1948, model, recommissioned engine, fitted by our own works in 1955; genuine bargain; normal price £350; price now £195.

**COMBS & SONS (GUILDFORD), Ltd.,** Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.,** English car sales division offer:-

1948 Jaguar 3½-litre drop head, as new; £295.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C0415]

**CENTRAL GARAGE (CROYDON), Ltd., offer:-**

1955 Jaguar XK140 drop head coupe, grey, engine just decarbonised, excellent condition throughout; £1,050.—Fell Rd., Croydon, Tel. Croydon 7484. [C1098]

1956 Jaguar M-type Borg Warner, 4,000 miles only; £1,385.

1955 Jaguar M-type, birch grey, 12,000 miles; £675.

1955 Jaguar M-type, overdrive; £950.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 6151. [C2110]

1956 Jaguar 2.4-litre special equipment, mileage 875; £1,250.—Smith's Motors, Dovercourt, Tel. Harwich 701. [B396]

mileage, virtually as new condition, irreplaceable today.  
**LAMBS OF WOOD GREEN.** (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423 High Rd., Finchley. Finchley 6222. [C2052]



## G. S. HALL offer:-

**£545** 1955 Minor Traveller's car de luxe, black, heater, magnificent throughout. -302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

## CMI CAR SALES (Primrose 6623) offer:-

**1956** Morris Minor 2-door saloon, heater, one owner, taxed; £500.  
**3** Morris Minor 2-door saloon, heater, one owner, taxed; £500.  
**3** Morris Minor 2-door saloon, heater, one owner, taxed; £500.  
**3** Morris Minor 2-door saloon, heater, one owner, taxed; £500.

## D. J. SHEPHERD &amp; Co. (ENFIELD), Ltd., offer:-

**1955** Morris Minor 2-door saloon, black, immaculate condition throughout; £465.-D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.  
**1955** Morris Minor 2-door saloon, black, immaculate condition throughout; £465.-D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.

## FARM RD., N.W.1. PRIMROSE 6666.

**1954** Morris Minor 2-door saloon, de luxe, one owner, 12,000 miles; £465.  
**1954** Morris Minor 2-door saloon, de luxe, one owner, 12,000 miles; £465.

## R. IPO, Ltd., 16, Albemarle St., Mayfair, London.

**1956** Morris Minor convertible, 3,000 miles, as new, £475.  
**1956** Morris Minor convertible, 3,000 miles, as new, £475.

## VARE MOTORS, 472, Archway Rd., Highgate, N.6.

**1953** Morris Minor saloon, ohv engine, in splendid order, fitted heater; £395.  
**1953** Morris Minor saloon, ohv engine, in splendid order, fitted heater; £395.

## FERRIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Oldlands 2234.

**1956** Morris Minor 2-door de luxe saloon, black, red interior, 282 miles; £545.  
**1956** Morris Minor 2-door de luxe saloon, black, red interior, 282 miles; £545.

## R. W.2. BAYSWATER 0095.

**1955** Morris Minor Traveller, in beautiful condition throughout low mileage.  
**1955** Morris Minor Traveller, in beautiful condition throughout low mileage.

## PADDON BROS., Ltd., 60, Cheval Place, South Kensington S.W.7. Ken. 9477.

**1955** Morris Minor 4-door, black, low mileage, one owner, immaculate car; £525.-Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165.  
**1955** Morris Minor 4-door, black, low mileage, one owner, immaculate car; £525.-Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165.

## MORRIS agents, -Performance Cars, Ltd., always a selection of Morris cars.

**1954** Morris Minor 4-door saloon, smoke blue, heater, one owner, B.M.C. warranty, mileage 24,000, in excellent condition; £485.  
**1954** Morris Minor 4-door saloon, smoke blue, heater, one owner, B.M.C. warranty, mileage 24,000, in excellent condition; £485.

## BEXHILL-ON-SEA, -T. R. Page &amp; Co., Ltd., Morris distributors, offer the following:

**1954** Morris Minor 4-door saloon, smoke blue, heater, one owner, B.M.C. warranty, mileage 24,000, in excellent condition; £485.  
**1954** Morris Minor 4-door saloon, smoke blue, heater, one owner, B.M.C. warranty, mileage 24,000, in excellent condition; £485.

## 68, Sackville Rd., Bexhill-on-Sea. Tel. 2255.

**1955** Morris Minor, 2-door, de luxe, black, with red leather, in perfect condition throughout; £465.  
**1955** Morris Minor, 2-door, de luxe, black, with red leather, in perfect condition throughout; £465.

## 1955 Morris Minor, 4-door, black, low mileage, one owner, immaculate car; £525.-Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165.

**1954** Morris Minor 2-door saloon, first-class condition; £440.-Dave's Car Centre, Ltd., 23-24, Horn Lane, London, W.3. Acorn 6731.  
**1954** Morris Minor 2-door saloon, first-class condition; £440.-Dave's Car Centre, Ltd., 23-24, Horn Lane, London, W.3. Acorn 6731.

## 1950 Morris Minor 2-door saloon, one owner, immaculate condition; £325.-S. Bowen &amp; Son, Hillside Garage, Edgware. Tel. Edgware 4464.

**1955** Morris Minor 2-door de luxe, green/green, as new, £485.-Tandark Smith, Ltd., 194-198, King's Rd., London, S.W.5. Flaxman 4801.  
**1955** Morris Minor 2-door de luxe, green/green, as new, £485.-Tandark Smith, Ltd., 194-198, King's Rd., London, S.W.5. Flaxman 4801.

## MORRIS Minor 1954 2-door saloon, excellent condition; £395.-Hale Motors, Ltd., Tot. 7771 (4 lines).

**1955** Minor 4-door saloon, de luxe, green, one owner, immaculate and guaranteed; £525.-Campbell Symonds, Wembley 6262.  
**1955** Minor 4-door saloon, de luxe, green, one owner, immaculate and guaranteed; £525.-Campbell Symonds, Wembley 6262.

## 1955 Morris Minor 2-door saloon, one owner, immaculate and guaranteed; £525.-Campbell Symonds, Wembley 6262.

**1955** Morris Minor 2-door saloon, one owner, immaculate and guaranteed; £525.-Campbell Symonds, Wembley 6262.  
**1955** Morris Minor 2-door saloon, one owner, immaculate and guaranteed; £525.-Campbell Symonds, Wembley 6262.

## 1953 Morris Minor 2-door, black, economical runner; £400.-Huntley, 376, Kensington High St., W.14. Western 2312.

**1953** Morris Minor 2-door, black, economical runner; £400.-Huntley, 376, Kensington High St., W.14. Western 2312.  
**1953** Morris Minor 2-door, black, economical runner; £400.-Huntley, 376, Kensington High St., W.14. Western 2312.

## CHOICE of two 1954 Morris Minor saloons, black, -Seymour &amp; Clements, Ltd., 55, Watford Way, Hendon Central, W.4. Hendon 2171.

**1950** Morris Minor convertible, excellent condition throughout, guaranteed; £295; exchanges and terms. -Palmer, 10, Garden Mews, Kensington, W.14. Park 5704 and 5968.  
**1950** Morris Minor convertible, excellent condition throughout, guaranteed; £295; exchanges and terms. -Palmer, 10, Garden Mews, Kensington, W.14. Park 5704 and 5968.

## 595ms.-Morris Minor, July, 1956, de luxe Traveller, leather, heater, one owner, 5,300 miles, spare wheels, practically new, taxed; terms, exchanges. -Rowland Smith, below.

**465ms.-Morris Minor 1954 de luxe 4-door saloon, leather, heater, one owner, spare unused; terms, exchanges. -Rowland Smith, below.**  
**465ms.-Morris Minor 1954 de luxe 4-door saloon, leather, heater, one owner, spare unused; terms, exchanges. -Rowland Smith, below.**

## 265ms.-Morris Minor, December, 1949, tourist, very good condition; choice of 7 Minors; terms, exchanges; list, open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

**1955** Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £475.-Lankaster Engineering Co., Ltd., 39-45, Eden St., Kingston. Kingston 3151-5.  
**1955** Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £475.-Lankaster Engineering Co., Ltd., 39-45, Eden St., Kingston. Kingston 3151-5.

## "SUPER ECONOMY" conversion by Alexander Lay-stall, drastically reduces fuel consumption and engine wear without affecting performance. Send for data and prices. -Alexander Engineering Co., Ltd., 6, Haddenham, Bucks. Tel. 345. (C1094)

**1955** Morris Minor 2-door saloon, heater, reg. £545. February, '54.  
**1955** Morris Minor 2-door saloon, heater, reg. £545. February, '54.

## CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**1955** Morris Oxford Traveller's car, heater, reg. £545. February, '54.  
**1955** Morris Oxford Traveller's car, heater, reg. £545. February, '54.

## H. A. SAUNDERS, Ltd., offer:-

**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.  
**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.

## H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Highgate 5272 (8 lines).

**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.  
**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.

## NEW OXFORD, 479 under list. -Below.

**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.  
**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.

## BROADWAY MOTORS, Hounslow, offer:-

**1955** Morris Oxford saloon, black, red leather, heater, one owner, low mileage, superb throughout. -Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309.  
**1955** Morris Oxford saloon, black, red leather, heater, one owner, low mileage, superb throughout. -Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309.

## BEXHILL-ON-SEA, -T. R. Page &amp; Co., Ltd., Morris distributors, offer the following:

**1956** Morris Oxford saloon, beige, in new condition, mileage under 2,000, B.M.C. warranty; £750.  
**1956** Morris Oxford saloon, beige, in new condition, mileage under 2,000, B.M.C. warranty; £750.

## 68, Sackville Rd., Bexhill-on-Sea. Tel. 2255.

**1955** Morris Oxford saloon, heater, one owner, grey with maroon interior; £545.  
**1955** Morris Oxford saloon, heater, one owner, grey with maroon interior; £545.

## PASS &amp; JOYCE, Ltd., 64, Great Portland St., W.1. Museum 1001.

**1956** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.  
**1956** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.

## LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston. Kin. 3151-5.

**1955** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.  
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"SUPER ECONOMY" conversion by Alexander Lay-stall, drastically reduces fuel consumption and engine wear without affecting performance. Send for data and prices. -Alexander Engineering Co., Ltd., 6, Haddenham, Bucks. Tel. 345. (C1094)

## MORRIS OXFORD CAR MART, Ltd.

**1955** Morris Oxford Traveller's car, heater, reg. £545. February, '54.  
**1955** Morris Oxford Traveller's car, heater, reg. £545. February, '54.

## CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**1955** Morris Oxford Traveller's car, heater, reg. £545. February, '54.  
**1955** Morris Oxford Traveller's car, heater, reg. £545. February, '54.

## H. A. SAUNDERS, Ltd., offer:-

**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.  
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## H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Highgate 5272 (8 lines).

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## NEW OXFORD, 479 under list. -Below.

**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.  
**1955** Morris Oxford Traveller's car, green, green upholstery, heater, recorded mileage 15,546; £695.

## BROADWAY MOTORS, Hounslow, offer:-

**1955** Morris Oxford saloon, black, red leather, heater, one owner, low mileage, superb throughout. -Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309.  
**1955** Morris Oxford saloon, black, red leather, heater, one owner, low mileage, superb throughout. -Hounslow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309.

## BEXHILL-ON-SEA, -T. R. Page &amp; Co., Ltd., Morris distributors, offer the following:

**1956** Morris Oxford saloon, beige, in new condition, mileage under 2,000, B.M.C. warranty; £750.  
**1956** Morris Oxford saloon, beige, in new condition, mileage under 2,000, B.M.C. warranty; £750.

## 68, Sackville Rd., Bexhill-on-Sea. Tel. 2255.

**1955** Morris Oxford saloon, heater, one owner, grey with maroon interior; £545.  
**1955** Morris Oxford saloon, heater, one owner, grey with maroon interior; £545.

## PASS &amp; JOYCE, Ltd., 64, Great Portland St., W.1. Museum 1001.

**1956** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.  
**1956** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.

## LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston. Kin. 3151-5.

**1955** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.  
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**1955** Renault 750 saloon, finished in blue, recorded mileage 12,000; £510.—University Motors, Ltd., 60, Piccadilly, W.1. Grosvenor 4141.  
**JACK ROSE**, Ltd., offer 1955 Freigate in pastel blue and red hide, almost unmarred, 16,000 miles, accept £695.—Stafford Rd. Wallington, Surrey. Wallington 6677, also High St. Banstead. Burch Heath 2786. (C3056)

**£385**—Renault 750, 1952, outstanding example, small mileage; 100 similar available; A.A.—R.A.C. exams, hire purchase, exchanges welcomed.—Barnetors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7. (C1017)

**Renault Cars Wanted**  
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube), N.W.3 Ham 5041. (W4018/R)

**GOOD Renault required immediately.**—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2050)

**RICHARDS & CARR, Ltd.**, urgently require 750cc and 850cc Renaults.—35, Kinnerton St., S.W.1. Belgrave 5711. (W4070/R)

**WELSHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd. Surbiton M4 bridge 1873, purchase all models. (W4070/R)

**LEPINE BUSHEY GARAGES, Ltd.**, 23-25, High Rd., A Bushey Heath.—Renault distributors will purchase all models. (W1119)

**Renault Spares and Service**  
 GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 20551. (0911/R)

**BARNHURST GARAGE, Ltd.**, Renault sales & B service, spares and repairs.—1-5, Barnhurst Rd., Bexleyheath. Tel. Bexleyheath 725. (0943/R)

### RILEY

**DICKS**  
 1947 Riley 1½-litre saloon, carefully used, reduced price; £325.  
**DICKS CAR SALES, Ltd.**, Exeter Rd., Kilburn. N.W.8. Gladstone 6304. (C1072)

**J. JAMES (LONDON), Ltd.**  
 FOR second-hand Rileys.

**1956** Pathfinder, grey, red interior, 7,000 miles; £1,095.  
**1955** 1½-litre, black, red interior, 16,000 miles; £825.

**RILEY CARS, 55 and 56, Pall Mall, S.W.1.** Tra-7511. (8276)

**TOM GARNER, Ltd., offer:**  
**1953** Riley 1½-litre saloon, grey, heater, nominal mileage; £595.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**COMPTON & FULLER, Ltd., offer:**  
**1950** model Riley 1½-litre, heater, specimen car; £395.—Odeon Parade, Elmers End, Beckenham, Bec. 3570. (C1110)

**BOON & PORTER, Ltd., distributors.**  
**ALWAYS** a selection of guaranteed used Rileys.

**CASTELNAU, S.W.13** (by Hammersmith Bridge), Riv. 4444. (C1022)

**MAYFAIR COUNTRY CARS offer:**  
**1955** Pathfinder, green, green leather; £925.  
**1952** model 1½-litre, Motorola radio, heater; £525.  
**1952** Riley 3½-litre, radio, heater; £495.  
**1949** model 1½-litre, superb condition; £435.  
**1948** (June) 1½-litre, black; £350.

**47** Montrose Place, Hyde Park Corner, S.W.1. Tel. Belgrave 5854. (C3008)

**HENLYS offer with 4 months' guarantee:**  
**1954** Riley 1½-litre saloon, heater, one owner, cream and black with maroon interior; £745.  
**HENLYS, Ltd.**, Hemlock Corner, North Circular Rd. N.W.11. Finchley 0081. (3444)

**RILEY Pathfinder, 1954, 19,000 miles, black; £725.**  
**JOHN CAMPBELL MOTORS, Ltd.**, 415, Holloway Rd., N.7. Tel. North 4441. (C1036)

**CLARKE & SIMPSON, Ltd. (Riley Sales and Service)**, offers at investment prices:  
**1954** Riley 1½-litre, black and blue with red leather, heater, radio, one owner; £695.  
**1950** 2½-litre saloon, black and ivory, with red leather, 28,000 miles, one owner; £475.  
**49** Sloane Sq., S.W.1. Tel. Sloane 0436. (C1048)

**1935** Imp 2-seater sports reconditioned engine; £235.—Gordon & Glyn, Sloane 3326.  
**BEARDS**, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 2348. (C1019)

**1948** Riley 1½, beautifully fitted out; sacrifice; £360.—Smith & Hunter, 376, Kensington High St., W.14. St. James 2312. (C1019)

**1954** Riley 1½-litre saloon, superb condition, one owner, low mileage; £700.—H. E. Griffin Motors, Ltd., Haywards Heath 395. (8053)

**1955** Riley Pathfinder, 10,000 miles, twilight grey, grey leather interior, fitted heater, heated, fully maintained, will attract the most fastidious buyer; £875.  
**R. S. CURRIE & Co., Ltd.**, 105, Westbourne Grove, W.2. Baywater 0085. (C1095)

**1956** series Riley Pathfinder saloon; £975.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8551; showrooms open until 7 p.m., Saturdays 4.30 p.m. (C1029)

**ARCHIE SIMONS & Co., Ltd.**—1949 Riley 2½ saloon, colour maroon, fitted heater, 47,000 miles only, one meticulous owner since new; £375.—95, Great Portland St., W.1. Lan. 1343. (C4013)

**495** gns.—Riley late 1952 RMP series 2½-litre saloon, leather, heater, screenwashers, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

**95** gns.—Riley 1936 1½-litre Falcon saloon, sliding head, leather, terms, exchanges; list, open 9-5 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

**1956** (April) Riley Pathfinder, R.M.V. radio, heater, windscreen washers, spots, maroon with maroon with red interior, 6,000 miles, bench seats, beautiful condition; £395.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. 1161. (C3096)

**1949** Riley 1½ saloon, apchemat; £455.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. (Southbourne 43344) (C4024)

**PRE-WAR Rileys**—Gordon & Glyn are the people who specialise exclusively in pre-war Rileys, they always have a large selection of the various models all of them in excellent condition.

**GORDON & GLYN** (The Riley Centre), 79, Cadogan Lane, Sloane St., S.W.1. 11 mins. Sloane Square Tube). Sloane 3326. (C2075)

**1954** (July) Riley Pathfinder, fitted sunshade roof and radio, excellent condition throughout; part exchange welcomed.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. (C3016)

**ALLOW** the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (0446/R)

**RILEY 1½** saloon, low mileage, heater, one owner, immaculate condition throughout, blue; £785.—65-69, Sternhold Ave., Streatham Road, S.W.2. 1 (minute Streatham Hill Station). Tulsa Hill 6464. (C3057)

**£350**!!!—1947 Riley 1½-litre saloon, maroon and black with red hide upholstery; it is impossible to over-describe the appearance and mechanical condition of this beautifully maintained car.—Hardings of Windsor, St. Leonards Rd. Tel. 355. (8369)

**1950** Riley 1½ with red upholstery, £450; 1955 Riley Pathfinder saloon, grey with grey upholstery, fitted wing mirrors, recorded mileage 21,000; £495.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. (reg. Dec. 1957) Riley Adelphi saloon, black with grey leather, sun roof, overdrive, engine in absolutely faultless condition, £1,000 or near offer; can arrange terms.—Tudor 3124, or after 7 p.m. and week-ends, Leamnum 651. (W2001)

**£595**!!! R.M.E. series Silver Streak Riley 1½-litre 12hp saloon, July 1955, recorded mileage 15,140, immaculately finished in silver grey, with red Mulliner interior, one wealthy enthusiast owner has maintained this car regardless of cost, service records from well-known Riley distributors are available, underseals and all springs fitted special leather gaiters; other extras include R.M.V. radio, two 600 lamps, heater, windscreen washers, nylon tartan seat covers and wing mirrors, the whole car in truly exceptional condition. £1,000 or near offer.

**CAMDEN MOTORS**, Leighton Buzzard 2041; showrooms open till 8 p.m., write for free catalogue. Riley Cars Wanted

**RILEY SPARES AND SERVICE**  
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3 Ham 5041. (W4018/R)

**ALMOST** new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (C3016)

**XXX** Top price paid for good Rileys.—S. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

**WANT** new Riley 1½/2½-litre: direct from no object.—Green & Zonis, 248-252, Deansgate, Manchester, 5. Tel. 3325-6. (W2028)

**YOU** will always do better by making personal contact with Mr. Riley, spares and service.—45, Simpson Sq., S.W.1. Tel. Sloane 4777. (W1048)

**RILEY SPARES AND SERVICE**  
 READING, Hewitt Garages, Ltd., for Riley spares and service.—Tel. 1436. (C2029)

**FRANK L. HALL** for Riley.—Specialised sales, repairs and spares.—Windsor Rd., Maidenhead, Tel. 713. (W1048)

**HARTLEY'S** for Rileys, spares and service.—45-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0446/R)

**A RACOT ENGINEERING, Ltd.**—Presselector gear boxes, A exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. (0238/R)

**ASK** Coventry Motor Mart, Ltd., and by e-re you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or phone Coventry 2146-7. (0443)

**J. JAMES (LONDON), Ltd.**, carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0099/R)

**RILEY** distributors for Rileys, spares and service.—List of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—Moas's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (W1048)

### ROLLS-ROYCE

**J. B. JACK BARCLAY, Ltd.**  
**EXCLUSIVELY** for Rolls-Royce and Bentley.

**LARGEST** official retailers in the world; please write for stock list.  
**JACK BARCLAY, Ltd.**, Berkeley Sq. Mayfair 7444. (Open until 9 p.m.). (C1082/R)

**P.B. Ltd., offer:**  
**1939** Wraith full razor-edged sports saloon with division by Windover.  
**1937** 25-30 semi-razor edged sports saloon by Rover.  
**1937** 25-30 tourer drop head coupe by Freestone & Webb.

**PADDON BROS., Ltd.**, 50, Cheval Place, South Kensington, W.7. Tel. 477. (C3039)

**RUSSELL MOTORS offer:**  
**1937** 25/30 Rolls-Royce Thrupe & Maberly semi-razor edged sports saloon with division, 48,000 miles guaranteed, one titled owner.  
**RUSSELL MOTORS (KNIGHTSBRIDGE), LTD.**, 47, Sloane St., S.W.1. Sloane 3298. (C3069)

**JACQUERS, Ltd., offer:**  
**1937** 25/30 H. J. Mulliner sedan, black, with wood h. excellent condition and history; £655.  
**1933** 20/25 4-door Connaught saloon, with division, in very good condition; £235.  
**1931** model 20/25 limousine landaulette, face forward occasional seats, very good chassis; £265.

**1932** P. II Park Ward owner-driver saloon; £145.  
**SEVERAL** others in stock.

**JACQUERS, Ltd.**, 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2043)

**WITH** petrol shortage I offer the same excellent condition at unbeatable prices.—Adams, Oldfield, Huntingdon. Wirrick 216. (S-4)

### KNIGHTSBRIDGE offer:

**1938** (February) Rolls-Royce Phantom III sports saloon by Barker, one owner, modified, maker's full history and recent overhaul.—1, Roberts Mews, Lowndes Place London, S.W.1. Sloane 4086. JACK BOND (West End Branch), offers:

**ONE** of the finest selections of the economical Rolls 20/25 in the country including drop head coupes, sports sedans, de Ville and sports saloons; all in immaculate condition at post-war prices.

**WE** can now undertake complete overhauls, on Rolls and Bentley cars by ex-Rolls mechanics at competitive prices.

**WE** are open till 7 every night and Sunday mornings for inspection.

**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Baywater 5929 and 8300. (C4079)

**£225**—1935 series 20/25 owner-driver Mulliner sports saloon; terms, exchanges.  
**CHILTERN CARS**, 11a, Watlington Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060.

**JACK OLDING & Co. (MOTORS), Ltd.**, official Rolls-Royce retailers. Details upon application.  
**EXAMPLE:** 1954 Silver Dawn standard saloon, dual grey, one owner, 25,500 miles; £3,350.—8, North Audley St., London, W.1. Mayfair 5242. (C3050)

**FEARLESS**—Rolls-Royce 20/25 brochures available. Inspection invited immediate delivery.

**LEP & SAUNDERS (COACHBUILDERS), Ltd.**, Station Approach, Kew Gardens, Richmond 1161.  
**CHARLES FOLLETT, Ltd.**, officially appointed Rolls-Royce and Bentley retailers and repairers.

**SHOWROOMS**—18, Berkeley St., W.1. Mayfair 6266. **SERVICE**—Works & Stores, Barnadoe Yard, off Egin Avenue, W.9. Cunningham 5956. (C2010)

**MASCOU MOTORS, Ltd.**, offer guaranteed cars only, to ensure satisfaction by selecting from our comprehensive stock:

**1938** 30hp Hooper sports saloon, black with brown leather upholstery.  
**1936** 30hp A. Mulliner coupe, black and dove grey with brown leather upholstery.

**1932** 20/25hp Thrupe & Maberly sports saloon, black with black leather, black and chrome.  
**ENGINE** and chassis overhauls, coachwork repairs and respaying promptly carried out.

**237**, Kennal Rd., London, W.10. Ledbrots 1231-2. (C3007)

**CASS'S MOTOR MART**—1936 Rolls-Royce 25/30 Barker limousine, black, swept back, very carefully used, privately owned, Rolls-Royce.  
**Rolls-Royce 25/30** saloon, black, genuine 54,000 miles, one private owner, history available.—5, Warren St., W.1. Bus. 4110. (C3007)

**A&S** touring limousine, very attractive car, many extras, history available. (Limousine Purchased).  
**LEP & SAUNDERS, Ltd.** (Limousine Purchased).  
**Providence Court, North Audley Street.** (Near Selfridges). Mayfair 2941. (C1006)

**THE SOUTHERN MOTOR Co.** specialise in all owner-driver Rolls-Royce modern and handover.  
**Replicas** (modern coachwork), at prices from £400-£600.  
**WORKS**, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gillian Cottage, 2, Newly Rd., Crawley. Tel. Crawley 437.

**EDWARDS & Co. (BOURNEMOUTH), Ltd.**, Bournemouth (Tel. 1272-3) officially appointed Rolls-Royce retailers and repairers; reliable used cars. (S355)

**LIMOUSINES**—Jack Alpe offers selection of privately owned pre-war and post-war Rolls-Royce 7-seater limousines.  
**JACK ALPE LIMOUSINES**, 50, Marylebone High St., W.1. Welbeck 1124. (C1103)

**1936** Rolls-Royce 20/25 sports saloon, immaculate throughout; £245; 1937 20/25 sports saloon, exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

**1953** (Sept.) Rolls-Royce Silver Wraith, coachwork by H. J. Mulliner, two-tone grey, 1947, 20/25, excellent history, low price, exchange considered.—4, Baginbun Rd., Coventry 68349/68313. (C2102)

**1938** 25/30 modern razor-edge saloon by Freestone & Webb; also 1947 20/25; exchange; Ph. II or Ph. III considered.—Swanmore Garage, 1176, Christchurch Rd., Boscombe (Southbourne 43344).

**£695**!!! 1938 Rolls-Royce 25/30 sports saloon, bodywork in excellent condition; one of the best we have ever seen; owner-driver type, beautiful vehicle also has occasional seats; Rolls-Royce maintained, special condition.

**LAMBS OF WOOD GREEN** (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6262. (C2052)

**450**—Rolls-Royce 20/25hp coachbuilt 7-passenger limousine by Barker, total mileage specifically guaranteed being only 48,527, literally in faultless and original condition, always regularly serviced by makers only; part exchange considered for owner-driven car, cash either way, for equal condition.—Most evenings at 7 p.m. or week-ends Guildford, Surrey, 4822. (7910)

**Rolls-Royce Cars Wanted**  
 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3 Ham 5041. (W4018/R)

**LEP & SAUNDERS, Ltd.**, require Rolls-Royce cars, part exchange, good prices for cars in above average condition. (Near Selfridges). (W1006)

**A&S** Ltd., Providence Court, North Audley Street. (Near Selfridges). (W1006)

**DUNCAN HAMILTON & Co.** urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. (W1061)

**XXX** Top price paid for good Rolls-Royces.—R. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

**BOBBER NEWMAN & Co.** purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 line). (W2023)

**JACK OLDING & Co. (MOTORS), Ltd.**, purchase good used Rolls-Royce/Bentley cars.—Alders House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. (C3050)

**1954-5** Silver Dawn, auto gear box, low mileage, good history, essential for the brooklands of Bond St., 103, New Bond St., London, W.1. Mayfair 8351.

**THE SOUTHERN MOTOR Co.** is interested in the purchase of all types of Rolls-Royce cars, particularly old pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (C3050/R)

**Rolls-Royce Spares and Service**  
**AL** spares for 30 and 25hp Phantom III and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)



**B. & G. MOTORS offer:-**

**XMAS** and petrol rationing sale.

- £199** (reduced from £225).—M.G. 10 TA 2-seater, red.  
**£155** (reduced from £175).—M.G. PA 8hp sports 2-seater, spotless red, very fine example.  
**£140** (reduced from £155).—M.G. L-type 4-seater, red.  
**£135** (reduced from £155).—Singer 9 Le Mans 2-seater, spotless cream, only wants seeing.  
**£155** (reduced from £175).—Citroën 12 sports saloon, spotless red cellulose beauty.  
**£90** (reduced from £110).—Wolsey Hornet Dayton 4-seater, extremely nice engine, goes like the clappers.

**MANY** many others; arrangement made for delivery anywhere.

**EASY** terms; sports cars wanted for cash.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

**PERFORMANCE CARS, Ltd.**

**THE** greatest collection of guaranteed sports and popular cars under one roof.

**OFFICIAL** M.G., Morris, Riley, Singer and Wolsey agents; Renault distributors.

**NEW** cars on show. Pathfinder with overdrive, Maghette, M.G. A, 15/30, Dauphine, Minor 1000.

**TERMS** and exchanges, expert staffed workshops for service, repairs, overhauls, renovations, hoods.

**AUSTIN-HEALEY** 100, extras, 1954, £645; Allard 6L11 tourer, red, 1948, £195.

**AUSTIN** A406, 1954, 2 from £425; Armstrong Siddeley Hurricane coupe, 1947, £265.

**ASTON** Martin 1.5 International, 1932, £165; Aston Martin 2-litre saloon, 1937, £195.

**BENTLEY** 4 1/2-litre drop head fourseater, black, 1937, £395; Bentley 2 1/2-litre saloon, black, 1935, £375.

**DELAGE** D6, 70 drop head coupe, maroon, 1937, £195; Ford Zephyr saloon, fawn, 1933, £395.

**HUMBER** Super Salpe, black, 1950, £265; Hudson Hornet, hydraulic drive, 1952, £395.

**JAGUAR** XK120, Weber, Wesley, 1953, £1,395; Jaguar SS100, 2 1/2-litre, specimen, 1939, £395.

**JAGUAR** XK150, modified, white, 1951, £495; Jaguar SS100 3 1/2-litre, white, 1938, £295.

**M.G.**—Over 30 M.G.s in stock, all models, all years.

**MORRIS** Minor convertible de luxe, 1955, £445; Lea-Francis 14hp saloon, maroon, 1950, £235.

**RILEY** 2 1/2-litre saloon, green, 1949, £435; Riley 2 1/2-litre saloon, black, 1947, £195.

**ROLLS-ROYCE** Ph. III Mulliner Sedanca, solid carpets, work's history, £445; 20/25 saloon, £165.

**SINGER** 9 roadster, black, 1939, £145; Standard Vanguard saloon, grey, 1948, £195.

**TRIUMPH**.—See under Triumph column for full details.

**MANY** others in stock including 1947 Alvis TA, Ferrari 212 Inter, Frazer Nash Le Mans, Jaguar Mark V, Kieft-M.G. 1487, Riley Lynx, etc., etc.

**PERFORMANCE CARS, Ltd.**, Great West Rd., Brentford, Middx. 6841 (4 lines). [C3041]

**ROWLAND SMITHS** for Sports Cars.

**ALLARD** (December, 1949), 2-seater 195gns, late 1946 4-seater, radio, 125gns.

**BENTLEY**, 1935, 3 1/2-litre 4-door saloon, sliding head, leather, heater, 245gns.

**BLAZER** Nuffield B.M.W. 1937, 1 1/2-litre type 34 saloon, leather, taxed; 125gns.

**JAGUAR** 100, 1938, 2 1/2-litre 2-seater, 245gns; '34 Landora 4 1/2-litre, almost original condition, 195gns.

**ANCIA** Aprilia (December, 1937) sports 2 1/2-seater, scarce model, taxed; 195gns.

**EA-FRANCIS** 1949 series (actual Earl Court Show model), 14hp 2-seater; 295gns.

**M.G.** Midget, 1951, TD 2-seater, 395gns; 1949 TC 2-seater, 325gns.

**SINGER** 9, 1949, 2 1/2-seater roadster, 265gns; 1939 2 1/2-seater roadster, 95gns; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**CRESSCARS, Ltd.**, for the best value in sports cars:—

**C** ALWAYS an interesting selection available.

**A** WE urgently require sports cars for immediate cash.

**CRESSCARS, Ltd.**, 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [C1125]

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**TUNING** repairs, unobtainable spares made.—Auto-mend's, Ltd., Ferry Rd., Barnes, S.W.13. River-side 6291. [T0752/R]

**STANDARD 8**

**CAR** MART, Ltd.

**£435** Standard 8hp saloon, heater, reg. July, '55.

**CAR** MART, Ltd., 16, Uxbridge Rd., W.5. Felling 6600. [C1039]

**L** F DOVE offer:-

**1956** Standard 8, grey, rec interior, nominal mileage. Dove Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

**WARWICK** WRIGHT Ltd., offer:-

**1956** Standard Super 8 saloon, blue, red upholstery, heater, 10,000 miles; £525.

**WARWICK** WRIGHT Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491.

**ELM** AUTOSALES (MORDEN), offer:-

**1954** Standard 8, black, blue interior, heater, low mileage, perfectly maintained; £365.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2087]

**BROADWAY** MOTORS, Hounslow, offer:-

**£495** 1955 Standard 8 de luxe saloon, choice of 2 of these 55 mpg models.—Hanworth Rd., Epsom (2 mins. Hounslow East Tube), Middx. Box 0175/8509. [C1113]

**ENGINES** RECONDITIONED, Ltd., offer:-

**1955** Standard 8 saloon; £395.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5566. [C2070]

**1954** Standard 8 saloon, one owner, fitted with 1544 heater, 14,000 miles only; £385.

**FERRARIS** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood, Broadway, London, N.W.2. Gladstones 22M. Open weekdays 8 a.m. to 7 p.m. [C2008]

**1956** Standard Super 8 saloon, works mileage, black; £565.

**XL** SERVICE STATION, Kingston Vale, S.W.15. Kip. 8335. [C4080]

**1947** (Nov.) Standard 8 2-door sun saloon, replacement engine, etc.; £195.

**THE** BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey, Richmond 4822-3. [C1116]

**£399** 1955 model Standard 8 de luxe saloon, grey, heater, low mileage, 45 mpg, taxed; terms, exchanges.

**D. F. WYATT, Ltd.**, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084]

**1953** Standard 8 saloon, grey, sound condition throughout, very clean, 3 month guarantee; £375.

**TRINITY** Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054]

**1955** Standard 8 de luxe, first-class condition; £425.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 6731. [C1120]

**1955** Standard 8 family saloon, grey, maroon interior, many extras, 19,000 miles; £435.—Robbins, East Putney, Tel. 7881. [C3010]

**1954** Standard 8 4-door saloon, heater, 9,000 miles, blue, one owner.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Tel. Addiscombe 3066. [C1017]

**SUPER** ECONOMY conversion by Alexander Lay-stall, drastically reduces fuel consumption and engine wear without affecting performance. Send for data and prices.—Alexander Engineering Co., Ltd., 6, Haddenham, Bucks. Tel. 345. [C1094]

**Standard 8 Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**STANDARD 10**

**H. C. PAUL, Ltd.**

**1955** Standard 10 saloon, Alexander conversion, heater, fog lamps, grey, exceptional condition; £425.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

**OCEON** MOTORS, Ltd., offer:-

**1956** series Standard Super 10, duo blue/grey, heater, one owner; £525.

**1956** series Standard Super 10, green/red, one owner; £525.

**1955** Standard 10, green/red, one owner; £475.—Oceon Motors, Ltd., Bar. 1144. [C3028]

**1955** Standard 10 de luxe, black, blue leather, one owner; £475.

**CLARKE & SIMPSON, Ltd.**, 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

**WARWICK** WRIGHT, Ltd., offer:-

**1955** Standard Super 10 saloon, black blue upholstery, heater, 4,000 miles; £525. another in grey, similar mileage.

**WARWICK** WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491.

**£425** 1955 Standard 10 de luxe saloon, one owner, tiny mileage, bargain price.

**LAMBS** OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1956** (March) Standard Super 10 Good Companion estate car, one owner, 8,000 miles, as new; £565.

**THE** BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey, Richmond 4822-3. [C1116]

**1956** (May) Standard 10 Family, beige/red, as new, 4,700 miles; £535.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

**1955** Standard saloon, grey, genuine mileage, 8,000 miles, as new throughout; £475.—Sole Motors, Ltd., Tot. 7771 (4 lines). [C2077]

**1956** Standard 10 family saloon, brown with beige upholstery recorded mileage 15,000.

**1955** Standard 10 de luxe finished in blue; £520.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [8424]

**1100** gns., unblemished and indistinguishable from new June 1956 Super 10 saloon, Efin green, red interior, heater, screen washers, 545gns; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**Standard 10 Cars Wanted**

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PRIVATE** buyer wants good 1956 Standard 10 for around £450; not green or black.—Write Box 5821.

**1955-56** Standard 10 wanted urgently.—Gardner & Co (Bendon), Ltd., Sunninghill 8359.

**STANDARD 12**

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:-

**STANDARD** 12hp drop head coupe, 1947 model, one owner car, recent reconditioned engine and new tyres, new hood, above average condition, very attractive and economical car; £250.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

**STANDARD 14**

**225** gns.—Standard 14 September 1947 saloon, grey, sliding head, blue leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**STANDARD VANGUARD**

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6821. offer:-

**1953** Phase II Vanguard saloon, black, with red upholstery, heater, overdrive, one owner, excellent condition; £455, hire purchase facilities available.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6821. [C3042]

**G. S. HALL** offer:-

**£395** 1955 July '52 Vanguard saloon, black, red interior, heater, radio, magnificent one-owner condition throughout.

**£745** 1955 Vanguard Phase III saloon, duo-tone, blue/beige, only 4,000 miles, completely unmarked, trade enquiries invited.—352, King St., Ham-mer-smith, W.6. Riverside 2881. [C2100]

**£265** 1955 Vanguard de luxe saloon, magnificent one owner, choice two.

**LAMBS** OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1955** Vanguard diesel saloon, 18,000 miles, one owner, excellent condition.

**TAYLOR & CRAWLEY**, 33, Grosvenor Crescent Mews, Hyde Park Corner, Tel. Slo. 5213. [C4086]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:-

**1953** Standard Vanguard; £345.—355, High Rd., Embley, Midsx. Tel. Wembley 4422. [C1022]

**1951** Standard Vanguard; comet blue, fitted heater; £295.—Peter Bantock Car Sales, 104, High Rd., Chiswick TW25 5870. [C1014]

**1953** (September) Vanguard Phase II saloon, stone grey and blue, red interior, heater, one owner; £315.—Robbins, East Putney, Tel. 7881. [C3010]

**1955** overdrive Vanguard, heater, new Michelin X, 15,000 miles, 52 mpg, virtually new condition, full tank; £515; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

**£385** 1955 Vanguard 1555 Estate, overdrive, 35 mpg, all the extras, radio, heater, washers, link mats, mirrors, etc., a real beauty, genuine offer.—135, High St. South, East Ham, E.6. Cranewood 2530. [C4032]

**£465** 1955 Vanguard 1555 Estate, overdrive, 35 mpg, outstanding example; 100 similar available, A.A./R.A.C. exams; hire purchase welcomed; exchanges Benmotors, 1, Clarendon Rd., W.11 (50 yds. Holland Park Tube). Park 5066-7. [C1017]

**295** gns.—Standard Vanguard 1951 saloon, black, fawn leather, heater, loose covers, excellent condition, choice of 2 terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**Standard Vanguard Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**STANDARD** Vanguard diesel saloon or estate car; reply with lowest price and full details.—Vanguard 69, Seel St., Liverpool, 1. Royal 3883. [8390]

**Standard Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**XXX** Top price paid for good Standard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**Standard Spares and Service**

**BAKER'S MOTORS (LONDON), Ltd.** (Tel. Belham 6666) for Standard spares; sales and service.—209, Belham High Rd., S.W.17. [C1025]

**L**ARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines). [8081/R]

**M**ARGARITA Kent-Service and spares for all M models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20425. [10050/R]

**STANDARD** spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [C0528]

**STANDARD** spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reconditioning.—Putticks, Ltd. (S.W. Surrey Distributors), Alexandra Terrace, Guildford GU1 1RS. [8253/R]

**H** range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1935 onwards; guaranteed; 100 similar available. Bendix stockists.—314, Regent Park Rd., Church End, Finchley, Finchley 5908. [10022/R]

**STUDEBAKER**

**1952** Studebaker Champion, 6 cylinder, radio, heater, 20,240 miles, excellent condition.

**SCOTT** CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1955** Studebaker President, black, the actual motor show car, 22,000 miles, heater and radio; £1,550 or near offer.—Tel. Chancery 6451. [8133]

**Studebaker Spares and Service**

**A**UTOMATIC transmission repairs and service, exchange engines and overdrive gear boxes on all Champion models (post-war vehicles only).—Alliance Auto Co., 50, Parsons Mead, Croydon. Cro 1866.

**SUNBEAM**

**R** ROOTES

**H**AVE available a range of Sunbeam cars of very low mileage.

**DEVONSHIRE** House, Piccadilly, W.1. Grosvenor 3401. [O111/R]

**TOM** GARNER, Ltd., offer:-

**1955** Sunbeam Mk. III convertible, Alpine mist, heater, radio; £795.

**1954** Sunbeam-Talbot 90 Mk. IIA saloon, black, heater; £675.

**1951** series Sunbeam-Talbot 90 Mk. II saloon, blue, heater, radio, 20,000 miles; £535.

**1953** Sunbeam-Talbot 90 Mk. IIA saloon, grey, heater, radio; £595.

**TOM** GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**WARWICK** WRIGHT, Ltd., offer:-

**1955** Sunbeam Mark III overdrive saloon, rose beige, red upholstery, heater, 20,000 miles; £825.

**1956** Sunbeam Mark III overdrive saloon, grey and claret, grey upholstery, heater, 11,000 miles; £995.

**WARWICK** WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491.

**1955** Sunbeam Mk. III convertible coupe, metallic blue/grey leather, new Regency seat covers, overdrive in 2nd, 3rd and top gears, heater, etc.; £750.—Central Newbury Car Auctions, Ltd., Newbury, Tel. 2003. [7471]

**XXX** 1955 (August) Sunbeam Mark III saloon, overdrive, grey with red leather, an absolutely unmarked one-owner car, speedo reading 10,000 miles, must be seen to be appreciated, written guarantee, very attractive prices; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [C2003]

**Almost** new Sunbeam required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016/R]

**1953** (August) Alpine, heater, outstanding condition: £535.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C1061)

**1954** Sunbeam Alpine, blue, red interior, extra hardtop, bonnet cover, Turbo wheel emblems, side mirrors, tubeless front tyres and Roadmaster rear, almost new: £665.—John Gray, 20, Herghall Lane, N.W.2. Speedwell 1242. (C1028)

### SUNBEAM RAPIER

G. S. HALL offer:

**1956** (August) Sunbeam Rapier, blue/grey, overdrive, heavy, cigar lighter, screen washers, etc., only 6,000 miles, magnificent throughout: £502. King St., Hammersmith, W.6. Riverside 2881. (C2100)

**1956** Sunbeam Rapier, red and grey, grey interior, red upholstery, radio and heater, 9,000 miles, £595; also in yellow and grey or black, similar mileage.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningsham 4491.

**HENDON CENTRAL GARAGE, Ltd.**, offer:

**1956** Sunbeam Rapier, dawn mist, Corinth blue, 2,000 miles only, this car has been brought up to 1957 specifications including twin carburetors: £925.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. (C2354)

### SUNBEAM-TALBOT

CAR MART, Ltd.

**£750**—Sunbeam-Talbot saloon, sliding head, radio, heater, ver. June, '55. (C1039)

**CAR MART, Ltd.**, 103, Bromley Rd., S.E.6. Hither Green 6111.

**WARWICK WRIGHT, Ltd.**, offer:

**1953** Sunbeam-Talbot 90 Mark IIA saloon, alpine mist, red upholstery, heater, 28,000 miles; £625.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningsham 4491.

**1952** Sunbeam-Talbot saloon Mark II, metallic bronze, red leather, heater: £475.

**MICHAEL CHRISTIE MOTORS, Bicester Rd.**, Aylesbury, Bucks. Tel. 4727. (C1084)

**SUNBEAM-TALBOT** coupe (1952), blue/grey: £495.

**Stratford, Ltd.**, 40, Berkeley St., W.1. (Mayfair) 4404.

**1952** 1952 90, one owner: £395.—Jarvis & Sons, Ltd., Liberty 8221. (C2066)

**£599**—1954 Sunbeam-Talbot 90 convertible, rare condition, beautiful chassis only, one owner, tiny mileage, give-away price, choice also 1954 saloon.

**£495**—1953 Sunbeam-Talbot 90 saloon, excellent vehicle, never been so cheap; also choice 1953 convertible.

**£445**—1952 Sunbeam-Talbot 90 convertible, excellent condition; also another in mint condition.

**LAMBS OF WOOD GREEN** (Established 1897), 100 guaranteed cars; exchanges, hire purchase: £421-423, High Rd., Finchley, Finchley 6222. (C2052)

**1954** (June) Talbot 90 saloon, Mark IIA, alpine mist, maroon, slide, heater, undersuede, etc., 10,000 miles: £715.—Robbins, East Putney, Tel. 7881.

**£379**—1950-1 Sunbeam-Talbot 90 sports, four-door, drop head, alloy condition, very trial—G. P. (Balham) Ltd., 2c, Balham Hill, Balham, S.W.12. (100 yards Clapham South Tube), Batt. 1107. (C2024)

**ROSE & YOUNG, Ltd.**, offer: 1954 Sunbeam-Talbot 90 Mark IIA saloon, one owner, exceptional condition, black: £585.—69, Sternhill Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). (C2057)

**1954** (October) Sunbeam-Talbot 90 Mk. IIA, convertible, sunmetal grey with red leather, H.M.V. radio, heater, tailored seat covers, tube wheel discs, one owner, mileage 27,000; £680; terms and exchanges.

**LANDOWNE GARAGE (LEICESTER), Ltd.**, 31, Leicester Rd., Leicester. (3403)

**1954** Sunbeam-Talbot saloon, blue with beige leather, H.M.V. radio, heater, screen washers, chain link matting, fog and spotlight, badge bar, new set Michelin X tyres, 24,000 miles; £695; terms and exchanges.

**LANDOWNE GARAGE (LEICESTER), Ltd.**, 31, Leicester Rd., Leicester. (3404)

**1956** dove grey in, only 4 months and 5,000 miles old, all extras including radio, heater, etc., will give 3 months' guarantee: £1,100, or will consider exchange for late model XK140 hard top.—Tel. Doncaster 54351, day, 55155 evening. (1908)

**Sunbeam-Talbot Cars Wanted**

**R. ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Sunbeam-Talbot—Hamstead (Tube), N.W.4. Ham 6041. (W4018/R)

**XXX** Top price paid for good Sunbeam-Talbot: H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5411. (W2001)

**JOHN BLAND** for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. (0896/R)

**LARGE stocks new and second-hand Talbot spares**, 1929-56, including ambulances—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Olney Hill 0132. (0863/R)

**TRIUMPH**

**A1 at Brown's**

**1948** Triumph 1800 Roadster, grey, blue interior, beautifully kept and maintained by enthusiast, in magnificent condition throughout, must be seen to be believed: £285 secure.—

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.5. Ham 2284. (C1025)

**G. S. HALL** offer:

**TR3** December '55, B.T.G., beige interior, fitted heater, wing mirrors, etc., 10,000 miles, up to new: £752.—302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

**H. C. PAUL, Ltd.**

**1951** Triumph Remora saloon, exceptional condition: £295.—32, Bruton Place, Berkeley Square, W.1. Mayfair 3631. (C1061)

**1956** Triumph TR2, 4,600 miles.—Brooklands 103, New Bond St., London, W.1. Mayfair 8351.

Showrooms open until 7 p.m. Saturdays 4.30 p.m. N.W. and unregistered TR2, hard top, cost £1,006.

**N** maker's guarantee: special price of £825.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4061)

### COACHCRAFT offer:

**£575** o.n.o.—1955 TR2, one owner only, very low mileage, heater, not raced or rallied, sliding screen, tonneau cover, particularly well maintained example; terms to suit and exchanges.—Below

**£365**—1955 (July) Triumph Mayflower saloon de luxe, leather, heater, 20,000 miles only, still on original tyres, one local lady owner, distributor maintained from new, full history and servicing data available; terms to suit and exchanges.—Below

**£285**—1946 1800 Roadster, just had complete mechanical overhaul, bills available, nearly new mohair hood, whole car practically without rust, G/Capt. owner, claimed 52 mps at 50 mph, a better specimen would be hard to find (the car we mean); terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 2773-4. (C1053)

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

**WARWICK WRIGHT, Ltd.**, offer:

**1955** Triumph TR2 Roadster, green, brown upholstery, heater, 6,000 miles; £695.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningsham 4491.

**PERFORMANCE CARS, Ltd.**, Great West Road, Brentford, Middx. Ealing 8841, offer:

**TRIUMPH** Mayflower, one owner, 1955: £395; Triumph Remora saloon, black, 1953, £425.

**TR2** 1955, red, one owner, heater, seat covers, wind screen washers, etc.; £325.

**TR2** from £595, 5 available; written guarantee; see also under "Sports Cars". (C3041)

**£379**—1949 Triumph Roadster coupe, black cellulose, excellent, good hood, tyre, excellent mechanically; choice 2 others.

**LAMBS OF WOOD GREEN** (established 1897), 100 guaranteed cars; exchanges, hire purchase: £421-423, High Rd., Finchley, Finchley 6222. (C2052)

**1948** Triumph 1800 Roadster coupe, black, recent engine overhaul, receipts available, immediate sale: £365, exchanges, £425.—Robbins, 180-184, West End Lane, N.W.8. Hampstead 6490. (C1024)

**265**—Triumph 1800 1840 razor-edge saloon, jade green, grey leather, very good condition, terms, exchanges: list open 9-7 weekdays and Saturdays.

**Rowland Smith, Hampstead (Hamstead Tube)**, Hampstead 5041. (C4018)

**JACK ROSE, Ltd.**, Triumph agents, offer unregistered bargain, one only, TR2 hardtop, brand new, shop sold, unused and unregistered, with maker's full guarantee, in black and red, list price £1,065, accept £625.—Staples Corner, Hendon, N.W.2. (W4098)

**Also High St. Banstead, Burgh Heath 2376.**

**Triumph Cars Wanted**

**R. ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Triumph—Hamstead (Tube), N.W.4. Ham 6041. (W4018/R)

**MARSTON MOTORS Co., Ltd.**, for your Triumph—M. Tel. Sta 8000.—Seven Sisters Rd., Tottenham, N.15. (0152/R)

**XXX** Top price paid for good Triumph—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (W2003)

**CHARLES SIMPSON, the TR2 specialists**, will buy your TR2 and give the top price if in good condition; contact us now.—Staples Corner, Hendon, N.W.2. (W4098)

**Triumph Spares and Service**

**PAUL ROY, Ltd.**, Triumph spares stockists, pre-war models.—161 Great Portland St., London, W.1. Tel. 7733. (0143/R)

**TR2** specialists, full stocks of spares for pre-war models and first-class service facilities.—Newham, Hammersmith Broadway, W.8. Riv 4646.

**TRIUMPH** spares and service, the most complete and largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3524). (0355/R)

**UTILITY CARS**

**ELM AUTOSALES** offer:

**1953** Fordson 10hp Martin Walter Utileon, 7 seats, sliding window, green, grey, one owner, excellent, just overhauled, looks as new throughout: £365.—66-68, Hartfield Rd., Wimbledon S.W.19. Cherrywood 1615.

**HENLYS** offer with 4 months' guarantee:—

**1956** Ford Squire, one owner, grey with red interior: £595.

**1956** Bedford 10/12cv van, one owner, dark blue with tan interior: £425.

**1952** Austin 40 Countryman, heater, blue and brown with brown interior: £295.

**HENLYS, Ltd.**, 135, Euston Rd., W.1. (Almost opposite Euston Station), Euston 1966. (8437)

**1956** Bedford Dormobiles, choice of beige or grey, low mileage, from £595.

**1956** Bedford Dormobile, green and grey, low mileage: £575.

**WRITE or phone:—**

**MARTIN WALTER, Ltd.**, 145-7, Sandgate Rd., Folkestone (Tel. 3103). (C4101)

**BUNTINGS MOTOR EXCHANGE** for Utilities, all makes, Bradford specialists; list on request.—Bonsersfield Lane, Harrow, Tel. 6225-6. (0621/R)

**1954** Bedford Dormobile, fitted heater, screenwash, taxed: £435.—Metropolitan Motors, 113, Lane, Acton, W.3. Acton 5064. (C3080)

**1953** Commer estate, £385.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primmie 6666.

**Official Rover agents**

**BEDFORD Dormobiles** by Martin Walter: a few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301. (C3018)

**1956** (registered November 1st) Bedford Utilibreak, grey, red upholstery, 1,900 miles, 12-seater, taxed as Hackney carriage, 40 gallons monthly, saloon: £550.—Hounslow 5974. (8102)

**595**—Morris Minor, July 1956, de luxe Traveler, leather, heater, one owner, 5,500 miles, spare unused, practically new, taxed; terms, exchanges.—Rowland Smith below.

**295**—Morris Dormobile, late 1954 Martin Walter 12-seater, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)

**1955** Hillman Minx estate car, heater, one owner, highly immaculate condition: £465.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 4831. (C2068)

**1956** (May) Ford Utility 7cv de luxe, Martin Walter conversion, dual colours cream/black, extras, radio, heater, undersuede, spot lamp, reversing lamp, wing mirrors, extra instruments, petrol basic 16 gals per month; £496 o.n.o.—Sou. 2726. (8522)

**G & M ALFRED'S** (1936), Ltd.—1953 Ford 10: Martin Walter Utileon, 1955 condition

**1951** Humber Pullman, fitted magnificent car built and panelled estate car coachwork by Hooper, 1956 appearance and condition throughout; much above average trade enquiries invited: £-7, Warren St., W.1. Euston 3268. (C1006)

**Utilities Cars Wanted**

**R. ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Utilities—Hamstead (Tube), N.W.4. Ham 6041. (W4018/R)

**PEDIGREE CARS** urgently require estate cars of all types and description; please contact us: 340-2, Euston Rd. N.W.1. Euston 7899. (W3059)

**ROY'S** always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. (W3059)

**BEDFORD Dormobile** by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. (W3018)

**ESTATE CARS, Ltd.**, the utility specialists urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15. Putney 2276-7. (0572/R)

**VAUXHALL 10**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:

**1946** Vauxhall 10; £185.—355, High Rd., Wembley, M.dtx. Tel. Wembley 4422. (C4015)

**VAUXHALL 12**

**£135**—1939 Vauxhall 12 saloon, excellent condition; terms.—Autonips, 5, Balham High Rd., Balham 1508. (C1009)

**VAUXHALL WYVERN**

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:

**1955** Vauxhall Wyvern saloon, blue with grey upholstery, heater, radio, moderate mileage, one owner, very good condition; £595; hire purchase facilities available.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

**BROADWAY MOTORS, HOUNSLOW**, offer:

**1956** Wyvern, ivory, save £125 on list; £695.

**£595**—1955 Wyvern saloon, black, heater, one owner, only 9,000 miles, superb; trade enquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/3509. (C1113)

**1955** (September) Wyvern, one owner, low mileage, immaculate condition, guaranteed: £545.

**WEST STREET MOTORS (LONDON), Ltd.**, 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-5. (C4067)

**£490**—1955 Vauxhall Wyvern de luxe saloon, never been so cheap, don't miss this bargain.

**LAMBS OF WOOD GREEN** (Established 1897), 100 guaranteed cars; exchanges, hire purchase: £421-423, High Rd., Finchley, Finchley 6222. (C2052)

**A. ROCHIE SIMONS & Co., Ltd.**, 1854 Wyvern, 1954 grey, red upholstery, in excellent condition throughout: £450.—93, Gt. Portland St., W.1. Lan. 1343. (C4013)

**VAUXHALL VELOX**

**A1 at Brown's**

**1954** Vauxhall Velox saloon, blue, fawn leather interior, heater and radio, taxed year, spotless throughout: £440.

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.5. Ham. 2284. (C1025)

**H. A. SAUNDERS, Ltd.**, offer:

**1954** (1955 model) Vauxhall Velox saloon, black, brown upholstery, radio, heater: £550.

**H. A. SAUNDERS, Ltd.**, 338-342, High Rd., North H. Finchley, N.12. Hillside 5272, (in lines). (C4092)

**WARWICK WRIGHT, Ltd.**, offer:

**1956** Vauxhall Velox saloon, black, red upholstery, radio and heater, 2,000 miles; £750.

**WARWICK WRIGHT, Ltd.**, Lord's Court, St. John's Wood Rd., London, N.W.5. Cunningsham 4491.

**BROADWAY MOTORS, HOUNSLOW**, offer:

**£675**—1956 Velox in ivory: choice of 3 low mileage specimens.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/3509. (C1113)

**1956** Velox, black, one owner, heater: £675.—Campbell Symonds, Perivale 4736. (C1037)

**1954** Vauxhall Velox saloon, grey, one owner, heater, in excellent condition; Ford A1 plan, 90-day warranty.

**BRENT CROSS GARAGE**, Ford distributors, Hendon Way, Hendon, N.W.4. Spe 1196. (C1097)

**1954** (February) Velox saloon, green and green interior, numerous extras, one owner: £445.—Robbins, East Putney, Tel. 7881. (C3010)

**A. ROCHIE SIMONS & Co., Ltd.**—1953 Vauxhall Velox, grey, nominal mileage, in very good condition: £445.—93, Gt. Portland St., W.1. Lan. 1343. (C4013)

**£445**—1954, one owner, £75 H.W.M. high speed conversion, economical and fast, extra.

**Chipstead Motors, Ltd.**, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

**USG**, Portsmouth, for Vauxhalls, magnificent range of 1954 models from £450, 1953 models from £595, 1956 models from £695, all carrying the quality tested guarantee.—United Service Garage, Vauxhall Distributors, Vauxhall House, Hillside, Portsmouth (Tel. 2341). (C4099)

**VAUXHALL CRESTA**

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:

**1954** (December) Vauxhall Cresta, duo green colour combination, all the usual extras, including wing mirrors, heater, clear lighter, air mileage 13,400, one owner, excellent condition; £640; hire purchase facilities available.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

**£645**—1955 Cresta saloon, black, fawn and brown interior, one owner, car in superb condition.—Robbins, East Putney, Tel. 7881. (C3010)

H. A. SANDERS, Ltd., offer:-

**1955** Vauxhall Cresta saloon, grey and white, cream and red upholstery, heater, £645.

H. A. SANDERS, Ltd., offer:-

**1957** (series) Vauxhall Cresta, 2,200 miles only—Portsmouth Rd., Thames Ditton. Emerson-brook 5551-2-3. [C4001]

DIXON & GARAGES (PUTNEY), Ltd., offer:-

**1956** Vauxhall Cresta, brand new and unregistered, cobalt blue and silver straw, bargain—154, West Hill, Putney, S.W.15. Putney 0536. [C1073]

**1955-6** Vauxhall Cresta, finished black, fitted loose covers, fitted overdrive on all gears which gives nearly 40mpg on long-distance running, whitewall tyres, heater, etc., a magnificent one-owner low-mileage specimen: £645.

**MAIDSTONE ENGINEERING CO.**, Smethurst St., Fendleton, Maidstone 6. Fendleton 3457.

**7000** 1956 model Cresta saloon, duo-tone blue/black, with duo-tone leather, heater, screenwashers, sun visor, Ace Rimblushers, whitewall tyres, spare unused: 695gns; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

#### VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1 Grosvenor 4328.

**112** & 114, Wardour St., W.1. Gerrard 4345.

"AUTOMATA" for Vauxhalls; consult us for genuine used car value.

GRAMHAM BROS. (MOTORS), Ltd., The Automata, 739-835, Chester Rd., Stretford. (Trafford 3311.)

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

ALMOST new Vauxhall required immediately.

A Morley, 76, Cambridge Rd., Kingston. [W3016/R]

XXX Top price paid for good Vauxhall.

W.1. Langham 0012. [W2003]

VAUXHALL cars, post-war models urgently required.—Croydon Garage, Ltd., Earls Court Rd. S.W.5. Fremantle 8377. [C4079/R]

C.A.C. Vauxhall Spares and Service

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturer's repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturer's list prices; radiator exchange service and all other repairs to your Vauxhall or Bedford, maximum discounts fleet owners and trade at:

BEDFORD House, 390-398, London Rd., Croydon. Tel. Thornton Heath 3274 (14 lines). [C025/R]

VETERAN CARS

WILLIAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1875, buy and sell pre-1915. [C4070]

VINTAGE CARS

BEL-SIZE 4-seater tourer, in good condition throughout: £95.—A. E. Macteer, Putney 5530. [C1017]

VOLKSWAGEN

MANDUCA, Ltd., offer:

**1955** Volkswagen de luxe saloon, left-hand drive, one owner, a real specimen, fitted radio and other extras: £475.—Paddington 9196. 56, Lancaster Mews, London, W.2. [C3112]

FLM AUTOSALES (Volkswagen area dealers), offer:-

**1955** Volkswagen saloon, grey with blue interior, very low mileage, one owner; a gift at £475. (Aug.) Volkswagen de luxe saloon, black, Motorola radio, 24,000 miles only, perfect example, £499.—66-68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (V.W. Service Department, Elm Garage, S.W.19. Wim. 4525/0472.) [C2067]

**1954** CLAND TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 481-2-3, offer:-

**1955** Volkswagen de luxe saloon, one owner, 13,000 miles only, finished in strato silver, immaculate condition: £575. [C1001]

**1954** de luxe saloon, exceptional throughout, guaranteed: £510.

SEVERAL other 1954-5-6 models available.—Davies Motors, Ltd. 273, London Rd., Staines. Tel. 3211-5.

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations: overseas visitors' enquiries welcomed; the original distributors and specialists.

**1955** de luxe radio, perfect specimen: £575.

**1956** (February) de luxe, radio, many extras: £585.

**1956** de luxe, choice of 3, low mileage; from £625.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236. [0373/R]

VW sports cars, new, second-hand, or you can have your own converted: cruise at 80mph while doing 55mph; only 500gns.

PETROL rationing.—All VW owners wishing to make the most of their basic allowance should contact us immediately. An average mpg increase of 20% means that your ration can give you well over 300 miles a month. Owners of converted VWs can be given an even bigger increase.—West Essex Engineering Co. Ltd., Abridge. Theydon Bois 2077. [0014/R]

**1956** Volkswagen de luxe, mileage 165: £645.—Smiths Motors, Dovercourt, Tel. Harwich 701.

LIVESTOCK and district main agents offer saloons, vans and pick-ups from stock.—Liggett's Garage, Aintree. [W3937]

**1955** Volkswagen standard saloon, grey: £475.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [C1085]

V&F MONACO MOTORS, the Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and maintenance of Volkswagen cars.

V&F MONACO MOTORS.—1955 de luxe saloon, one owner, 17,000 miles, silver blue, immaculate: £565.

V&F MONACO MOTORS.—1955 de luxe saloon, silver blue, 3-in-1 panel, reversing light, etc., show-room condition throughout: £555.

V&F MONACO MOTORS.—1954 de luxe saloon, one owner, silver blue, radio, excellent condition throughout, new tyres: £495.

V&F MONACO MOTORS, official Volkswagen agents, 140, Lane, Ilford 3155.

S.W.7 (near Gloucester Rd. Station). Fremantle 4414.

G&M ALFRED'S (1936), Ltd.—1956 Volkswagen twin exhausts, heater, wing mirrors, considerably above average: £595.—6-7, Warren St., Euston 3268. [C1005]

Volkswagen Cars Wanted

LOXFORD GARAGE require all Volkswagen de luxe saloons: Ilford Lane, Ilford 3155.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—All years and models. [0980/R]

RICHARDS & CARR, Ltd., buy Volkswagens.—35, Kinnerton St., S.W.1. Belgavia 3711. [W3045]

GOOD Volkswagen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

V&F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [C3030/R]

Volkswagen Spares and Service

VW MOTORS, Ltd., Sole Volkswagen concessionaires; genuine spare parts obtainable from 233, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line). Maryland 7661-5. [0647/R]

EUROPEAN CARS, Ltd., Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

**129** Old Brompton Rd., S.W.7. Fremantle 7722. [0435/R]

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised "know-how" and "equipment".—Chase Rd., Epsom. Tel. 5686-7.

MAYSON MOTORS, Ltd., 10, Mayfield Rd. (Mayfair 2381) branch have factory-trained mechanics and offer you full service with repairs and parts facilities.

REPAIRS (pay in instalments); parts: seat covers £3; radio £22/1 (initial payment £3/4/4); cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.1. Tel. 2647. [04100]

DONALD VINCE OF CROYDON.—Specialist service and repairs by factory trained mechanics; genuine VW spares and accessories.—Kiddemister Rd., Croydon. Tel. 5775. [0340/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—Genuine Volkswagen spares, c.o.d. postal service; technical facilities available; panel beating and cellulosing a speciality. [0995/R]

V&F MONACO MOTORS.—Service and repairs by factory trained mechanics; spares reconditioned engines, conversions to r.h.d., all V.W. accessories stocked.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414.

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

**200** miles, 1956 6/90 saloon, Yukon grey, maroon upholstery: £1,045.

**5000** miles, 1956 4/44 saloon, black: £795.

**4000** miles, 1956 4/44 saloon, special colour grey: £795.

**9000** miles, 1955 4/44 saloon, grey: £675.

**1954** type 4/44 saloon, black: £535.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 99, London Rd., Croydon (Thornton Heath 4283); or 12, Chelsea Manor St., S.W.3 (Fitzman 8181). [C4046]

BENTALLS, Ltd.

**1955** Wolseley 6/90, maroon/beige upholstery: £795.—Kingston-on-Thames. Kingston 1001

R. F. FUGGLE, Ltd.

**1953** Wolseley 4/44, one owner, chassis and coachwork splendid: £475.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

WARWICK WRIGHT, Ltd., offer:-

**1955** Wolseley 4/44 saloon, grey, red upholstery, heater, 9,000 miles: £650.

WARWICK WRIGHT, Ltd., Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491.

H. A. SAUNDERS, Ltd., of Worcester.

**1950** Wolseley 6/90 saloon, 2-tone grey with brown leather upholstery, fitted heater and twin spot lights, low mileage: £275.

AUSTIN House, Castle St., Worcester. Tel. 6371. [C4005]

**1952** Wolseley 6/90 saloon, guaranteed: £295.

**1950-1** Wolseley 4/40 saloon, 27,000; £320; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029]

**1956** Wolseley 6/90 saloon, radio, one owner, maroon with matching interior: £895.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

WOLSELEY 4/44, black December 1954: £550.

Also similar in grey, H.M.V.: £576.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062]

JACK ROSE, Ltd.—1955 Wolseley 4/44, one owner, very attractive: £595.—Stafford Rd., Wallington. Surrey. Wallington 6677. Burgh Heath 2376. [C3056]

BEARTE OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—109, London Rd., Kingston. Tel. 3549. [0083/R]

**1950** Wolseley 4/50, maroon/brown leather, heater, Ace Rimblushers, Town & Country tyres, taxed, a really outstanding specimen: £350.

ALWOOD GARAGE, Alwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and weekends: Littlewick Green 3076. [C1107]

**445** gns.—Wolseley 6/30 1954 model saloon, black, brown leather, heater, twin petrol lights, one careful owner, genuine 11,000 miles, original spare unused; taxed, terms, exchanges.—Rowland Smith, below.

**425** gns.—Wolseley 4/50 1953 saloon, leather, heater, rebored, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

**145** gns.—Wolseley 18 1946 de luxe saloon, sliding head, leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**6/90** 1955, whitewall tyres, turbo discs, radio, costing over heater, 8,000 miles, new genuine bargain: £715.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fiamxam 0052/7255/7154.

ROSE & YOUNG, Ltd., offer: 1956 model Wolseley 6/90 saloon, 11,000 miles only, immaculate one-owner example: £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station). [C3057]

**1939** Wolseley 14 saloon, in quite remarkable condition in every way, everything is good and tight, tyres good and general appearance suggests a little-used car; owner must sell at sacrifice price: £135.—Fennings, Richmond 3368. [C3105]

**1956** Wolseley 4/44 in black with brown leather upholstery, 4,000 miles only, one owner, fitted heater and screenwashers, a luxurious saloon 6/90 saloon, 11,000 miles only, immaculate one-owner car, owner must sell at sacrifice price: £135.—Fennings, Richmond 3368. [C3105]

**XXX** 1955 (March) Wolseley 4/44 saloon, maroon 6/90 saloon, with maroon leather, heater, a low mileage to the gallon; now offered only £695.—Hillwood Motors, Mill Hill (London) 4232. [C2106]

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**XXX** 1955 (March)

## COMMERCIAL VEHICLES

## NEW COMMERCIAL VEHICLES

**BEXHILL-ON-SEA**—T. R. Page & Co., Ltd., Morris distributors offer the following brand new: 1956 Morris half-ton van, Clarendon grey, bench seat. Sackville Rd., Bexhill-on-Sea. Tel. 2255. [8223]

**68**—Sackville Rd., Bexhill-on-Sea. Tel. 2255. [8223]

**COMMER** 8cwt express delivery van, primer, Salmons Garages, Ltd., Temple Bar 3338. [N4029]

**N**ew Austin A35 van, open, one A40 van, grey, increase price—Robbins East Putney, Tel. 7581. [C2042]

**MINOR** 1,000 van for economy, early delivery at Arling Motors, Ltd., 46, London Rd., Romford, Tel. 7254. [C2048]

## USED COMMERCIAL VEHICLES

**£165**—1953 Ford 5cwt plain van. [8271]

**BOWES ROAD GARAGE**, Bowes Rd. (North Circular Rd.), N.1., Bowes Park 2263—6, 1st on right. [8271]

**HENLYS** offer with 4 months' guarantee:—

**1955** Austin A40 van, one owner, green with tan interior, £375. [8271]

**HENLYS**, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station), Euston 1966. [8436]

**1953** Bradford 10cwt van, little used, cheap to run, a very clean van throughout, £205. [8205]

**1952** A40 pickup truck, heater, little used, very clean throughout, £275—Kings Motors, High St., Hounslow, Tel. 532. [C2042]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

**1951** Standard Vanguard utility van, £185—355, High St., Wembley, Middx. Tel. Wembley 4422. [C4015]

**BUNTING MOTOR EXCHANGE** for light commercial vans, all makes, Bradford specialists, list on request—Bonnersfield Lane, Harrow. Tel. 6225-6. [8265]

**1955** 10/12cwt trailer low loader, all metal, hand winch, 9ft by 4ft, used with Land-Rover; cost £140 new, £75. [C1116]

**THE BLACK HORSE GARAGE**, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116]

**1956** Cob van, blue, £295; 1955 Thames 10cwt van, blue, 23,000 miles, £225; 1955 Thames 30cwt petrol van with sliding doors, in primer, negligible mileage, £795—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [C1083]

**1956** series (first registered, October 1955) Standard 10 pick-up, beige, many extras low mileage, one owner, taxed; £295. Terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station), Euston 2700 and 8894. [C3059]

**G&M** vans 1949-52-54 10cwt Forde; Ford Pilot 1953 read, commodious coachwork, 1956 appearance; also new 1956 Morris, master's guarantee, immediate delivery all designed 1956 vans; pick-up trucks; also 1951 Austin A70 pick-up, above average—6-7, Warren St., W.1. Euston 3268. [C1005]

**Used Commercial Vehicles Wanted**

**ROYS** always 3000 vans and utilities—127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. [W3059]

**MOTOR TRANSPORT JOURNAL**

AND for hundreds of other commercial vehicle owners, read "Motor Transport"—every week Fridays 4d. [8265]

**NEW CARAVANS**

**SURREY CARAVAN Co.**—Every aspect of caravanning catered for; sales, new and used; hire, static, or self-tow, large stock leading makes; display site—Walbury Rd., Teddington. Popesgrove 764. Open every day. [0941/R]

**L**ONDON CARAVAN Co., Ltd., one of the world's largest and oldest-established distributors and agents for the leading makes of National Caravan Council approved caravans, R.A.C. approved sites at Epsom and Bournemouth-on-Sea—if you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Epsom (1165 and 1564), or Court Mount, Canterbury Rd., Bournemouth-on-Sea. Thurst 4157. [0584/R]

**CARAVAN ACCESSORIES**

**CAR** makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. [0570/R]

**T**OWING brackets, over 100 designs from stock.—B. Dixon-Bate, Ltd., Chester, Tel. 24034. [0376/R]

**CARAVANS FOR HIRE**

**MOBILE** hire fleet comprising caravans, suitable residences, offices, holidays, etc.—Pendower Caravans, Westfield Rd., Bishop's Cleeve, Tel. 1877. [0584/R]

**CARAVAN EQUIPMENT**

**WORTH** caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for list.—Jerry Wadsworth & Son, Ltd., Rippidon, Yorkshire. [0095/R]

**HOLDER GRAISELEY** caravan-chassis, axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0584/R]

**CARAVAN JOURNALS**

**FOR** the caravanner who is hard to please there is one satisfactory magazine—The Caravan, packed every month with news, views, hints and tips on every aspect of the modern caravan scene, 1/- all newagents, or 7/6 six months, 15/6 a year, direct from A. B. B. Publications, Link House, Store St., London, W.C.1. [0583]

## NEW CARS FOR SALE

**A.C.**

**DISTRIBUTORS**—Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscombe (Southbourne 43344).

**TWO STROKES**, Ltd., the specialists for sales and service.—Stannmore Hill, Stannmore, Middx. Grimsdyke 1165/67. [8264]

**CLAUDE RYE**, Ltd., for your 1957 A.C. Petite—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5175]

**"SAVE PETROL"**—The all-British A.C. Petite 5 seater fitted with the latest Villiers A.C. 350cc engine specially designed for it offers you the maximum mileage and comfort with Villiers renowned reliability for £331/18/6 Popular or £363/5/6 de luxe types, or by 50% deposit by h.p.; free lists and demonstrations; tuition; satisfaction guaranteed; prompt delivery; we also offer immediately all Britain's best scooters and light motor cycles (many powered by Villiers) and famous Reliant 3-wheelers and 4-wheelers of course Villiers authorised service.—Be sure to get yours from "Meetings for Villiers" Shannon Corner, New Malden, Surrey. (Malden 3110). [8263]

**ALFA-ROMEO**

**THOMSON & TAYLOR (BROOKLANDS)**, Ltd., sole concessionaires United Kingdom.—Portsmouth 43344. Cobham 2948-9. [0626/R]

**ALLARD**

**ALDARS MOTORS**, Ltd., main distributors of all models, spares and service.—51, Upper Richmond Rd., S.W.15. Van. 2333 (see also Ford). [0442/R]

**ALVIS**

**MANCHESTER**—Alvis main agents, area distributors and specialists; sales and service.—A. Freeman, 19, Rus. 2874-5. [0825/R]

**AMERICAN CARS**

**SIMPSON'S**—

**AGENTS** for all leading makes new American cars. [N4015]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [N4015]

**ARMSTRONG SIDDELEY**

**WM**

**WELBECK MOTORS**, Ltd., official retailers for the Armstrong Siddeley Motor Co.; constantly at your service. [N4049]

**WELBECK MOTORS**, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station) Welbeck 1133. [N4049]

**IMMEDIATE** delivery.—Sapphire and 234—Davies Car Centre, 22-24, Fern Lane, Acton, Tel. Acton 6731. [N1120]

**WALTER SCOTT**, Ltd.—Sapphires from stock; part exchanges and h.p.—39, College Crescent, N.W.3 (Swiss Cottage Tube). Primrose 4466. [N4006]

**CLARK'S OF PIRbright** for the Sapphire, 24-hour service, Guildford and Woking district.—Pirbright, Surrey Brookwood 2201-2. [N1049]

**PASS & JOYCE**, Ltd., 27, Peter St., Manchester, 2. [N1049]

**ARMSTRONG SIDDELEY**, distributors for Lancashire and parts Cheshire. Tel. Deansgate 6157. [0603/R]

**ASTON MARTIN**

**HWM**

county distributors; demonstrations always available; early delivery guaranteed. [N4015]

**H.W. MOTORS**, Ltd., George Abecassis, Walton-on-Thames 2402. [N4681]

**BEANE OF OXFORD**, three counties distributors; demonstrator in stock; very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [0105/R]

**AUSTIN**

**L**

**DOVE**, Ltd., distributors, Croydon and district, "It's the Service that Counts,"—115, Addiscombe Rd., Croydon. Tel. Addiscombe 5066. [N1076/R]

**GATHOUSE** offer:—

**EARLY** delivery of Austin, all models.—Gathouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

**ROWLAND SMITH'S** for Austin.

**PART** exchanges. Self-financed terms 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [8265]

**C**

**THE CAR MART**, Ltd., Austin London Distributors. Invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0351/R]

**D**

**J. SHEPHERD & Co. (ENFIELD)**, Ltd., offer:—

**NEW** Austin A40 and A50 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Bedford Rd., Enfield, Howard 1651. [N4008]

**Y**

**DOO** will always have a selection of A40/A50 saloons with a choice of colour, in stock at

**CHAIN GARAGE**, Hanger Lane, W.5. Per. 4404. [N1043]

**MAYFAIR** and West End agents; immediate delivery all models.

**RIPCO**, Ltd., 16, Albemarle St., Mayfair, London W.1. Evesham 292-3-4. [N5052]

**MEBES & MEBS**, Ltd., for all models.—The Broadway, Mill Hill, N.W.7. Mill. 6642. [N5012]

**DORKING MOTOR CO.**, Ltd., for early delivery all models.—Dorking 2226. [N1068]

**LYNE, FRANK & WAGSTAFF**, Ltd., Tottenham Lane, Crouch End, N.5. Mountview 4401, offer:—

**A** available early delivery, reduced price. [N2058]

**SPRINGFIELD GARAGES**, Ltd., of Southgate all models available. Tel. Eal. 5676 and 5677. [0572/R]

**SMITH & HUNTER**, Ltd.—Specialists; sales, service.—376, Kensington High St., W.14. Western 2312. [N1120]

**AUSTIN** A30 4-door saloon, grey/red, heater, £550. Salmons Garages, Ltd., Temple Bar 3338. [N1043]

**AUSTIN** A50 Cambridge saloon, heater, black/brown; £677/2—Salmons Garages, Ltd., Temple Bar 3338. [N4029]

**FULL** range, all models, immediate delivery.—Davies Car Centre, 22-24, Fern Lane, Acton. Tel. Acton 6731. [N1120]

**MARTIN MOTORS (HIGHGATE)**, Ltd.—Immediate delivery Austin A356, cars and vans.—Mountview 3413. [0408/R]

**NEW** A35 2- and 4-door, immediate delivery.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [N2036]

**A35**—Pinner Motor Co., Pinner Green, Middlesex. has in stock 2-door A35 2-door de luxe, £535 immediate delivery. Tel. Pinner 456. [N3105]

**KDM & CHERRINGTON**, Ltd., for Austins, terms and exchanges.—9, Albemarle St., W.1. Gro 5551. [N2054]

**1957** Austin, most models, immediate delivery; part exchange; hire purchase.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [N2049]

**AUSTIN** A35 2-door de luxe saloon, finished in island blue, fitted with heater; price, inclusive of purchase tax, £574/14/6. [N2049]

**CHARLES RICKARDS**, Ltd., 56, Bayswater Rd., W.2. [N2049]

**A50** Austin, de luxe, black and red, immediate delivery; list.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [0510/R]

**1956** A50 de luxe saloon, two-tone grey, unrestored; £285.—Prynn & Stevens, Ltd., 57, Acle Lane, S.W.2. Bri. 1155. [8043]

**1956** A50 de luxe saloon, black/brown, unrestored; £285.—Prynn & Stevens, Ltd., 57, Acle Lane, S.W.2. Bri. 1155. [8042]

**JACK BOND**, West End Branch, the Berkeley agents. First time in London, the new fabulous Berkeley sports 2-seater, 80mpg, 70mph price, including P.T., £574/13/9; immediate delivery from stock. [N4079]

**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [N4079]

**BENTLEY**

**CAR MART**, Ltd.,

**OFFICIAL** retailers, offer for future delivery the Bentley series Bentley saloon, demonstration cars available. [N4079]

**CAR MART**, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [N4079]

**LODGE** House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1039/R]

**ROBE**, Ltd., Northampton. [N1039/R]

**OFFICIAL** Bentley retailer

**SHOWROOMS** and Service.

**MAREPAIR**, Northampton. Tel. 31682. [0569/R]

**DAVID ROSEFIELD**, Ltd. [0569/R]

**OFFICIAL** Bentley and Rolls-Royce retailers

**SHOWROOMS**: 38-42, Peter St., Manchester, 2. Deansgate 6871. [0569/R]

**SERVICE** Station: Chestnut Hill Rd., Manchester, 9. Tel. Bla. 2302. [0569/R]

**B.M.W.**

**SOLE** B.M.W. concessionaires in Great Britain: orders can now be placed for the new right-hand-drive type 502, 503 and 507 models.—Frazier Nash Cars, Isleworth, Middlesex. Hounslow 3321. [N2015]

**B.M.W. ISETTA**

**V&F MONACO MOTORS**—B.M.W. Isotta, main dealers; immediate delivery; demonstrations, information.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0547/R]

**BOND MINICAR**

**RAYMOND WAY**

**GREAT** Britain's largest Bond Minicar distributors, immediate delivery of all models; your car, 5-wheel drive or van welcomed in exchange; special department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.—Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 8 p.m. 6 days a week. [0589/R]

**ROWLAND SMITH'S** for Bond Minicar.

**PART** exchanges, terms: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**TWO STROKES**, Ltd., the specialists for sales and service.—Stannmore Hill, Stannmore, Middx. Grimsdyke 1166/67. [8265]

**BODRINGS**—Kenbourne Motors, Ltd., your local Bond distributors.—3321, Charnminster Rd., Winton 1802. [7866]

**CLAUDE RYE**, Ltd., for your 1957 Bond Minicar: early delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5176]

**NAYLOR & ROOT**, Ltd., for your 1957 Bond Minicar: immediate delivery; cars taken in exchange.—Lavender Hill, Clapham Junction, S.W.11. Tel. Battersea 2252. [N3022]

**BORGWARD**

**REVIS** CAR SALES.

**SOLE** distributors for Hampshire, Dorset and Somerset, complete range in stock.—Revis Car Sales, 9/27 New Rd., Southampton. Tel. 22334. [0453]

**BETCALFE & MUNDY**, Ltd. [0453]

**SOLE** concessionaires for all Borgward cars.

**YORKSHIRE.**—Borward Distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2193. (0297/R)

**BURNS STATURE GARAGE.** Ayr 5358. Sole distributors Glasgow and South of Scotland.—Isabella 1900 demonstration car available—quick delivery. (0480/R)

**SURREY.** Sussex and Kent sole distributors for Borward, demonstration cars available; early delivery new models, spares and service.—P. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) (0319/R)

**ANTHONY CROOK.** leading distributors since the car's origin; all models on view for early delivery.—High St., Esher, Surrey. Tel. 4590. (N1065)

### BRISTOL

**BUICK.** Buick models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. (0368/R)

### CADILLAC

**1957.** Cadillac models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. (0368/R)

### CHRYSLER

**AUTOSALES (LONDON), Ltd.** offer:—

New Chrysler Plymouth V8 and 6-cylinder saloons available, choice of colours and specification; part exchange terms.—59-65, Beilase Park, N.W.5. (0954/R) 5555/2155.

### CITROEN

**C. O. NORMAN & Co.** sole distributors for the County of London; early delivery.—30, Vauxhall Bridge Rd S.W.1. Vic. 2211. (0297/R)

**CITROEN distributors.** new DS19 saloon, demonstration saloon available.—Gavin Fairfax, Ltd., Virginia Water, Tel. Wentworth 5154. (N2089)

**LIVERPOOL.** and district main agents.—The DS19 saloon is here.—Liggett's Garage, Aintree. Tel. Aintree 2035. (N1714)

### DAIMLER

**ROWLAND SMITH'S** for Daimler.

**PART** exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N1098)

**DORLING MOTORS Co., Ltd.** Distributors, Daimler specialists; early deliveries available.—Dorling 2256. (N1098)

### D.K.W.

**SOLE D.K.W. concessionaires** in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazier Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N2015)

### FIAT

**ANTHONY CROOK.** all new Flats, distributors.—High St., Esher 4580, Surrey. (N1063)

**600.** immediate delivery.—Park 2626. (N2085)

**BLUE STAR GARAGES, Ltd.** Rosemore Court, Park Rd., Regent's Park, N.W.1. Park 7454. (0966/R)

**H. C. PAUL, Ltd.** 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Fiat cars. (N2040)

**1957 Fiat 600 saloon.** immediate delivery, new, unregistered; list price.—Richards & Carr, Ltd., 35, Kiminton St., S.W.1. Belgrave 3711. (N2045)

**SYREAL** demonstration cars available, perfect condition, low mileage.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Pervale 5651. (0076/R)

**HAMPSTEAD, N.W.3.**—Immediate delivery; Fiat 600; terms, exchanges.—Northways Garage, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. (N2006)

**A COMPREHENSIVE** selection of all the new Fiat models.—Premier Motors, Main London Dealers, Distributors for S.E. London, 295, Lewisham High St., S.E.13. Lee 855. (N2083)

**MAYFAIR GARAGES, Ltd.** accredited West End Fiat stockists for all models; any car or motor cycle taken in exchange; catalogue on request.—Belgrave Rd. St. (opp. Selfridges) clock) W.1. Mayfair 5104-5. (N2040)

### FORD

**W. HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whitehouse, K.20. Tel. Hillside 6621. (N2040)

**CONSULT W. Harold Perry, Ltd.** before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon. (N2040)

**W. HAROLD PERRY, Ltd.** 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 8880. (N2042)

**ROWLAND SMITH'S** for Ford.

**IMMEDIATE** delivery most models.

**PART** exchanges; self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**BOWES ROAD GARAGE** offer:—

**FORD** Consul Mark II, black, red/grey P.V.C., heater. list.—See below.

**PREFECT**, standard model, black, red P.V.C., list.—See below.

**POPULAR.** Wells fawn, red P.V.C., list.—Bowes Road Garage, Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2224/5/6. (0272/R)

**RAYMOND WAY.** the hire purchase specialists.

**FOR** your new Ford: cars and 3-wheelers welcomed in exchange.—Raymond Way's Corner, 10, Kilburn High St., N.W.6. Maids Vale 6044. Open to 8 p.m. 6 days a week. (0779/R)

**MAYFAIR** and West End agents; immediate delivery.

**RIPCO, Ltd.** 16, Albemarle St., Mayfair, London, W.1. Tel. Piccadilly 3-4. (N2052)

**ARTHUR E. GOULD, Ltd.** 280-2, Regent St., W.1. (N2052)

**FORD** main dealers and distributors.—For delivery details of Zephyrs, Zodiacs, Consuls, etc., telephone Langham 1594-5. (0102/R)

**NEW Ford Anglia, grey.**—Haskins, Ledbrooke 1155. (N2052)

**BLUE STAR GARAGES, Ltd.** Rosemore Court, Park Rd., Regent's Park, N.W.1. Park 7454. (0967/R)

**FORD** Consul, saturn blue, with heater; 2795/12.—Bradburys of Cricklewood, Glia. 1194. (N1126)

**JOHN S. TRUSCOTT, Ltd.** authorised Ford dealers; immediate delivery.—175, Westbourne Grove, W.11. Bayswater 4274. (N4035)

**FORD Anglia, basic model** in black, heater, in stock.—Searis & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. (N4093)

**NEW Ford Zephyr, ivory.** immediate delivery.—Thomson Motor Co., Ltd., 564, Wycombe Rd., Slough 3777. (N2047)

**FORD Populars** transformed for comfort and road holding by the L.M.B. Super Sprung Conversion (L.M.B.) distributors.

**L.M.B. MOTORS, 142, Malmesbury Park Rd., Bournemouth.** Tel. Boscombe 53267. (N3090)

**COULSDON, R. Harmer (Coulsons), Ltd., retail dealers.** 272, Chipstead Valley Rd., Coulsdon, Downland 2255. (N1097)

**BRENT CROSS GARAGE.** Ford distributors for early delivery of your new Ford.—Hendon Way, N.W.4. Speedwell 1196. (N1097)

**ZODIAC, Zephyr, Consul and Prefect.** immediate delivery.—Davis Car Centre, 22-24, Horn Lane, Acton, Tel. Acton 6731. (N1120)

**YOU** will always find a Ford Popular, Anglia and Prefect in stock at Chain Garage, Hanger Lane, W.5. Per. 4404. Official Agents. (N1043)

**F. H. PEACOCK, Ltd.** main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). (0096/R)

**R. C. WIMBUSH, Ltd.**—Immediate delivery Ford Anglia and Prefect de luxe saloons; part exchange and h.p. facilities. 512 Rialto Court Rd., London, S.W.5. Fremantle 4401-2-3. (N4056)

**CONSUL and Zephyr Mk. II.** Anglia de luxe; list; immediate delivery; top facilities.—West London Motors, 205-9, Fulham Palace Rd., W.6. Fulham 0066. (N4095)

**PEACOCKS OF FOLKESTONE, Ltd.** main Ford dealers.—Sales and service. Insurance.—Showrooms, 150, Sandgate Rd.; works and offices, 104, Ford Rd., Folkestone 51222 (3 lines). (0464/R)

**CHARLES RICKARDS, Ltd.**—Ford dealers, offer for immediate delivery Popular, Anglia, Prefect, Consul, Zephyr and Zodiac saloons; any type of car taken in part exchange. (N1098)

**56.** Bayswater Rd., W.2. Park 3440. (N3050)

**MORE** miles for your ration when carburettor conversion is fitted to the latest models; for immediate delivery Popular, Anglia or Prefect, Consul, Zephyr or Zodiac Series II; full market value for your present car. (N2008)

**FERRARIS OF CRICKLEWOOD, Ltd.** 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (N2008)

**DLARDIS MOTORS, Ltd.** Acire Lane, Brixton, S.W.2. A. Main Ford distributors; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export Dept. Brix. 6431-2-3-4-5-6 (see also Allard). (0864/R)

### FRAZER NASH

**REQUESTS** for literature to the manufacturers.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N2015)

### GOGGOMOBIL

**GOGGOMOBIL CONCESSIONAIRES, 20, Cadogan Lane, London, S.W.1.** Tel. Sloane 5785. 4753. (N2023)

**DISTRIBUTORS** of Goggomobil all steel baby saloons, four wheel drive, for the astonishingly light, hydraulic brakes, heater, bumpers, etc. 60mpg. 60mph. price inclusive of B. tax. £494.—Swannmore Garage, 1176, Christchurch Rd., Boscombe (Southbourne 43344). (N2023)

### GORDON

**TWO STROKES, Ltd.** the specialists for sales and service.—Stannore Hill, Stannore, Middx. Grimsdyke 1166/67. (N2026)

### HEINKEL

**SOLE** concessionaires for the U.K., U.S.A., Canada and South Africa for the astonishingly light, four wheel drive, for the astonishingly light, hydraulic brakes, heater, bumpers, etc. 60mpg. 60mph. price inclusive of B. tax. £494.—Swannmore Garage, 1176, Christchurch Rd., Boscombe (Southbourne 43344). (N2023)

**TWO STROKES, Ltd.** the specialists for sales and service.—Stannore Hill, Stannore, Middx. Grimsdyke 1166/67. (N2026)

**IT** pays to exchange your car now for a Heinkel Cabin Cruiser, Friddle & Clarke, Stockwell, S.W.9. Brixton 6251. (N2068)

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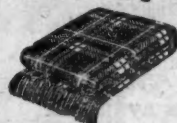
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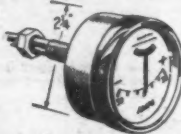
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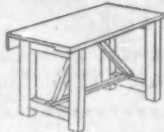
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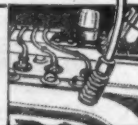
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A detailed technical illustration of a clutch assembly, showing a clutch plate with a central hub and a release bearing. The illustration is rendered in a high-contrast, black and white style with fine lines and hatching to indicate depth and texture. The text is overlaid on the illustration in a bold, sans-serif font.

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